U.S. 50 East Shore
Corridor Management Plan

May 2024

VOLUME 3: PUBLIC OUTREACH

U.S. 50 East Shore
Corridor Management Plan

NEVADA DOT
SAFE AND CONNECTED

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ACRONYMS AND ABBREVIATIONS

&	And
#	Number
CMP	Corridor Management Plan
NDOT	Nevada Department of Transportation
TRPA-MPO	Tahoe Regional Planning Agency – Metropolitan Planning Organization
TTD	Tahoe Transportation District
U.S.	United States
U.S. 50	United States Route 50
USFS-LTBMU	United States Forest Service – Lake Tahoe Basin Management Unit

SECTION 1 | BACKGROUND

The U.S. 50 East Shore Corridor Management Plan (CMP) will assess and evaluate needs along the 13-mile corridor within the Lake Tahoe Basin and be consistent with existing Tahoe Regional Planning Agency – Metropolitan Planning Organization (TRPA-MPO) plans, goals, objectives, as well as goals described in the Lake Tahoe Compact. The CMP will identify a mobility vision, objectives, performance measurements, and improvement strategies for the corridor, based on existing regional plans, stakeholder input, and sound technical assessment. In addition, the corridor vision will focus on recognizing regional economic development objectives, the unique seasonal and massive visitor-driven fluctuations in use, local planning and project development activities, and serving to guide the project development process. The study will examine potential multi-modal solutions, local and regional transit services, and the potential innovative transportation and mobility strategies. The CMP will be developed cooperatively with the TRPA-MPO, Tahoe Transportation District (TTD), United States Forest Service – Lake Tahoe Basin Management Unit (USFS-LTBMU), and the Nevada Department of Transportation (NDOT) among other local and state partners.

1.1 Study Area

The U.S. 50 CMP corridor in Nevada begins at the crest of the Carson Range at Spooner Summit and extends south and west to Stateline Avenue, extending through Douglas County. The corridor encompasses the unincorporated communities of Stateline, Zephyr Cove, Round Hill Village, Skyland, Lakeridge, and Glenbrook along the eastern shore and links to the incorporated municipality of South Lake Tahoe, California. A map of the U.S. 50 East Shore study area is illustrated in **Figure 1**.

1.2 Document Purpose

Public engagement is a critical element of this study. This Public Outreach Summary documents the public outreach process conducted during the CMP, as well as the feedback received as part of the process. Three rounds of public engagement are integrated into the CMP, each with a focus on soliciting feedback on evolving elements of the study. The three rounds consist of the following:

- Round 1 – Corridor issues, areas of concern, and visioning
- Round 2 – Conceptual CMP alternatives and strategies
- Round 3 – Draft CMP and Implementation

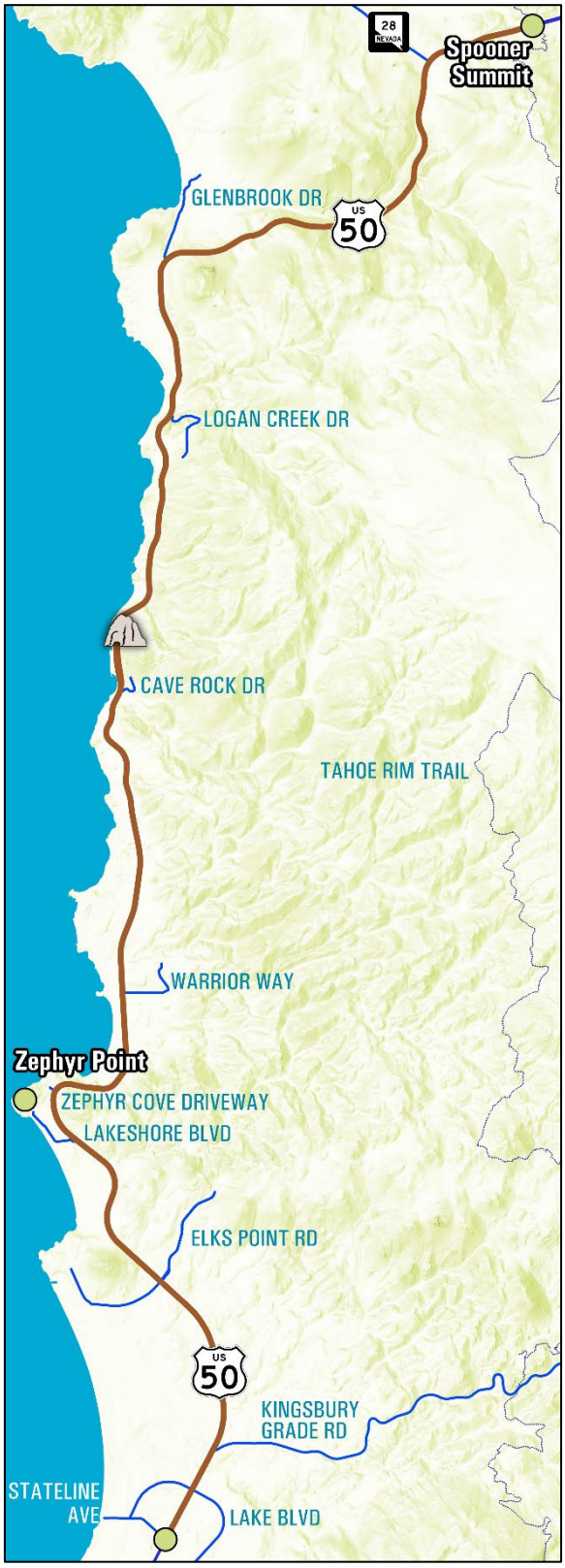


Figure 1: US 50 East Shore Study Area

The public will be asked to provide feedback during each of these rounds, in addition to one-on-one meetings and small-group engagements along the way. This process ensures the meaningful involvement of area residents, visitors, businesses, and roadway travelers.

SECTION 2 | PUBLIC OUTREACH METHODS

Given the relatively long study corridor of 13-miles, the dispersed communities within the study area, and the propensity for seasonal and second home residents, various methods were incorporated to effectively engage interested persons.

2.1 NDOT Website and Social Media

A study-specific website was utilized and incorporated into NDOT's agency website, accessed through the URL dot.nv.gov/us50eastshore, and located under the Projects/Programs tab. Once on the study webpage, readers can learn about the background and current status of the CMP, access study-related information, learn about frequently asked questions, and contact NDOT with questions and comments. The webpage also provided a link to the public survey and online StoryMap during Round 1 outreach.

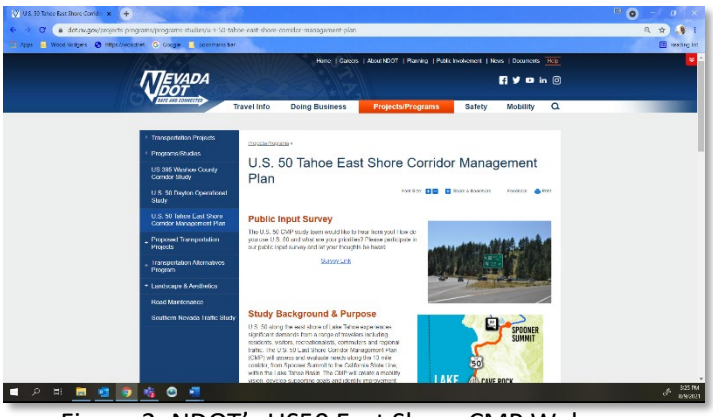


Figure 2: NDOT's US50 East Shore CMP Webpage

In addition to the website, NDOT's existing social media accounts were used to disseminate information and announce public engagement opportunities. These include @Nevadadot on Facebook and #nevadadot on Twitter and Instagram.

SECTION 3 | ROUND 1 PUBLIC OUTREACH: CORRIDOR ISSUES, AREAS OF CONCERN, AND VISIONING

Round 1 of the CMP public outreach was focused on identifying corridor issues, areas of concern, and understanding what is important to area residents, visitors, and travelers. In 2017, the NDOT Scoping Division conducted a public meeting revealing potential lane reduction options for sections of the U.S. 50 corridor within the study area. The response from the public was not positive. Given this backdrop, it was critical that the first round of public outreach not include potential alternatives and the study take a step back from the 2017 concepts. This first round of outreach establishes the "blank canvas" the CMP starts with, with no preconceived notions, and establishes a foundation of understanding.

3.1 Public Canvassing Tour

During Round 1, public canvassing was conducted along the study corridor to engage the public and understand what issues, concerns, and opportunities exist. This public canvassing tour was conducted to inform the study team as to the breadth and depth of issues, prior to developing alternatives. The public canvassing was a "listening tour" where the study team could learn what is important and let the public learn about the CMP process. **Table 1** lists public canvassing dates and locations.

Table 1: Public Canvassing Dates and Locations	
Date and Time	**Location**
June 22, 2021 12:00 pm-2:00 pm	Kahle Drive / Rabe Meadows Trailhead
June 24, 2021 12:00 pm-2:00 pm	Cave Rock State Park
June 24, 2021 4:00 pm-6:00 pm	Zephyr Cove Park
June 26, 2021 12:00 pm-2:00 pm	Kahle Community Center

For each stop on the public canvassing tour, study representatives were available for a two-hour period to answer questions and engage with participants. Informational flyers were handed out providing study information, as well as a link to a survey. Aerial roll plots of the corridor were also available for participants to mark-up and note areas of concern and issues they wanted the study team to be aware of. These mark-ups were recorded in a comment log along with feedback received through the survey and other methods. A copy of the canvassing and survey comments log can be found in **Appendix A**.

Figure 3: Cave Rock Canvassing Location

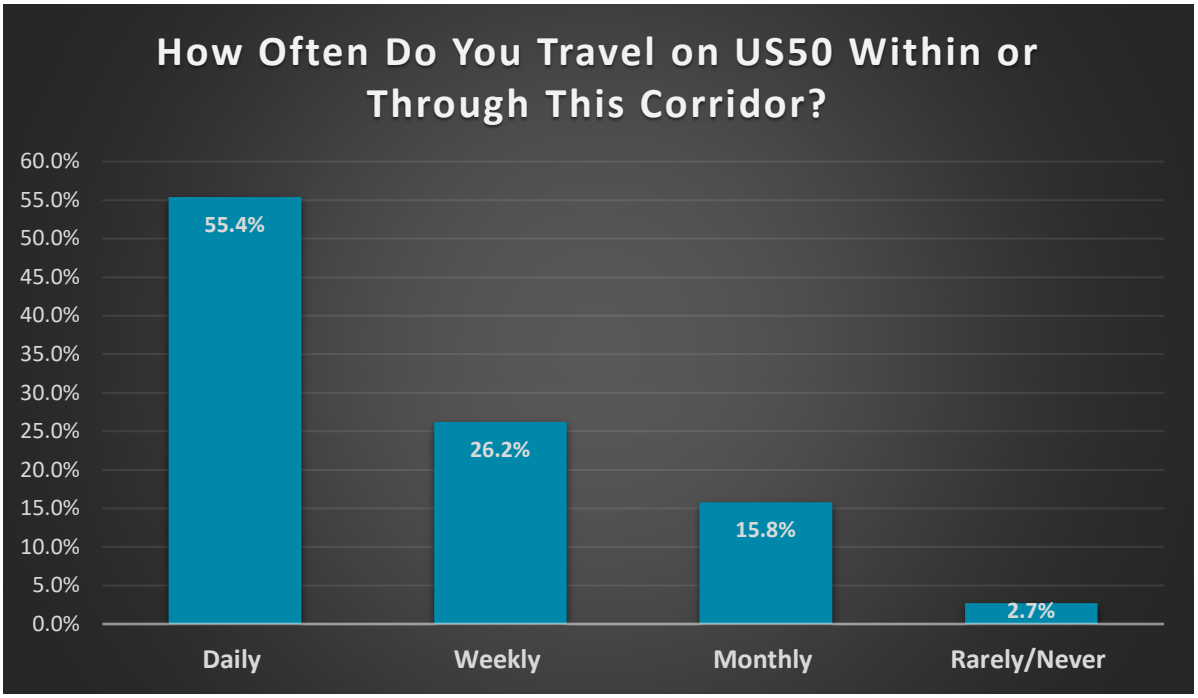
The meeting was noticed to the pubic via direct mailers sent to addresses located from the mountain ridge to the lakeshore within the study limits. The addresses were obtained from Douglas County and consisted of approximately 4,200 addresses. In addition to the mailers, notices were sent to partner agencies and posted to NDOT social media sites. NDOT also drafted a press release, and a formal presentation was made by consultant staff to the Douglas County Commission introducing the study and announcing the public canvassing tour.

Approximately 80 people attended the public canvassing tour resulting in a total of 225 comments logged.

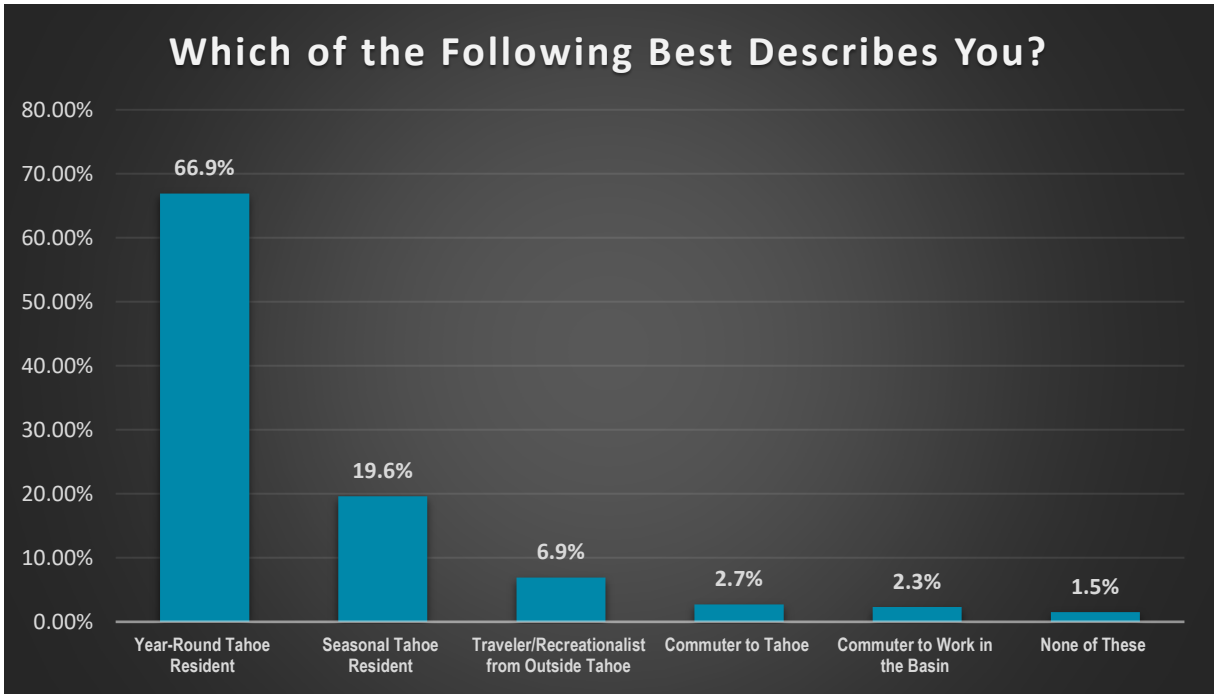
3.2 Public Survey Results

During Round 1, a public survey was launched. The survey provided a venue to further extract public preferences and understand the range of issues and concerns in the corridor. The survey was available from June 15 through July 16, with an additional two weeks added from July 26 through August 6 to address concerns received from the Cave Rock community. The survey resulted in 274 total complete responses. Below is a listing of the survey questions and a summary of the responses.

Question 1: How often do you travel on U.S. 50 within or through this corridor?



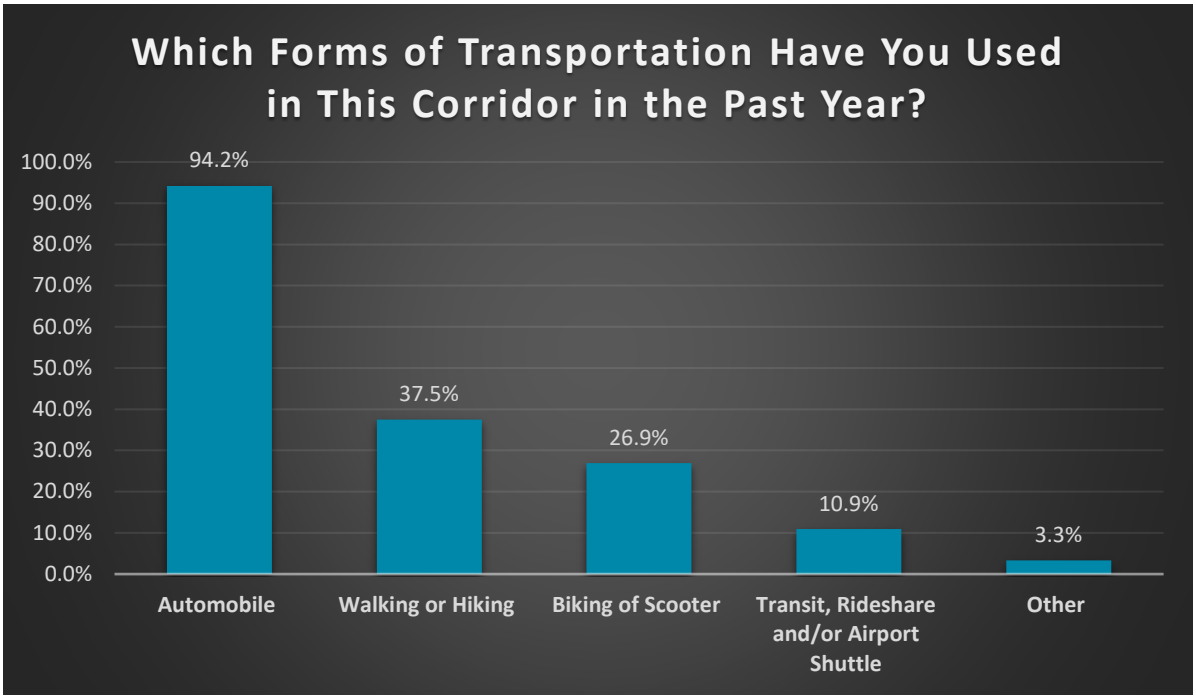
Question 2: Which of the following best describes you?



Question 3: What is the zip code of your primary residence?

Figure 4: Survey Respondents Primary Zip Code Map

Question 4: What forms of transportation have you used in this corridor in the past year? Check all that apply.



Question 5: When you think about U.S. 50 in this corridor, in 5 words or less, what comes to mind?

Total responses to this question: 254

- Negative responses: 203
- Neutral responses: 32
- Positive responses: 19

Out of the 252 responses, consistent sentiment counts include:

- Concerns with respect to safety, speed, and turning: 150
- Concerns over traffic, congestion, and busyness: 60
- Sentiments over the scenic nature: 31
- Mentions/concerns over parking: 24
- Mentions/concerns over bike/ped issues: 23

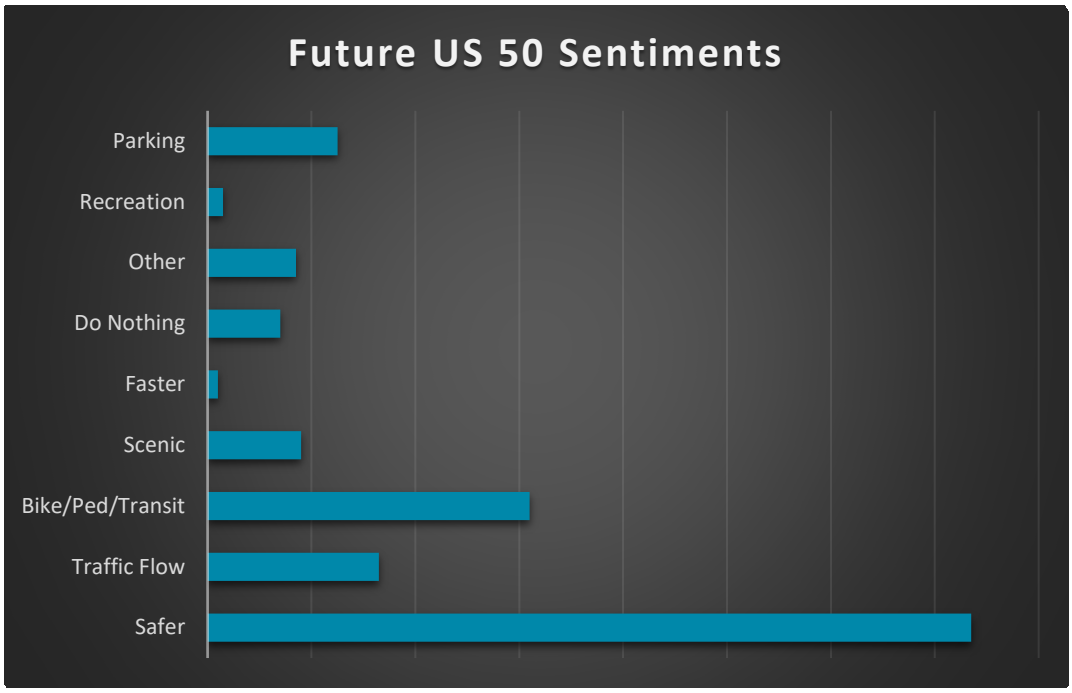
Within the 252 responses, the following mentions were counted:

- Beautiful/Scenic: 31
- Fast/Speeding/Speed: 61
- Dangerous/Scary/Unsafe: 105

See **Appendix A** for all responses.

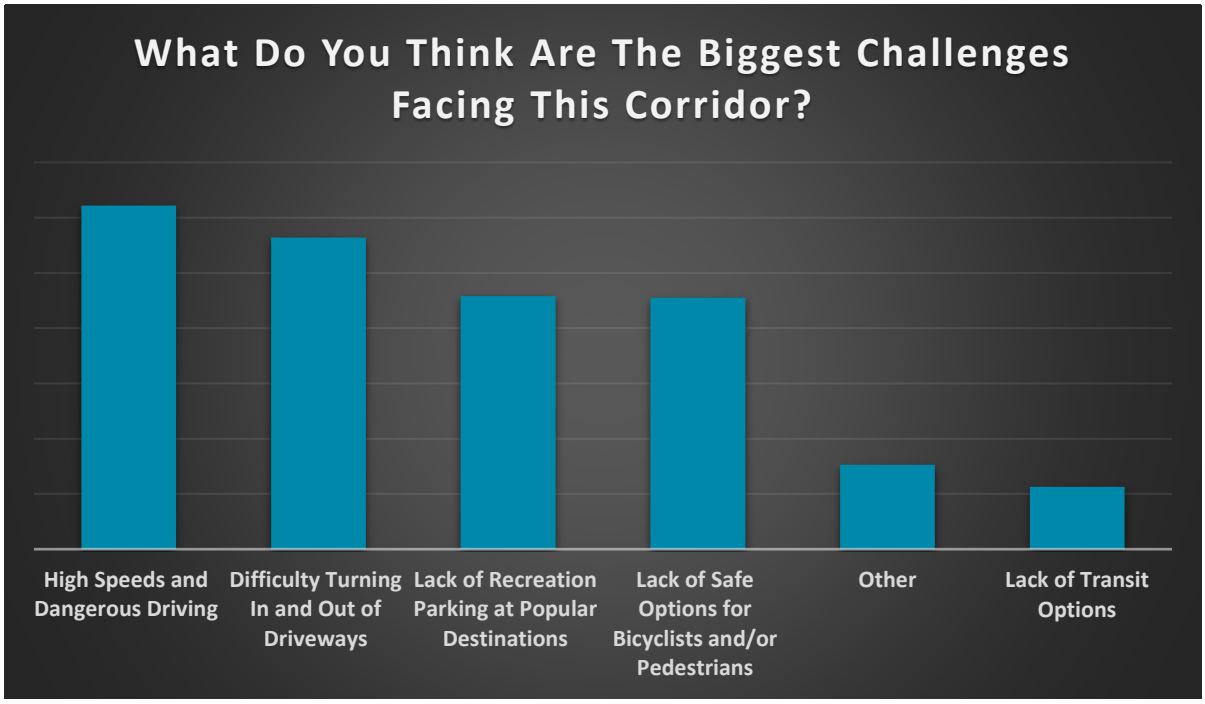
Question 6: When you think about what U.S. 50 could look like in the future, in 5 words or less, what comes to mind?

Out of the 249 responses, consistent sentiments are depicted in the graph:

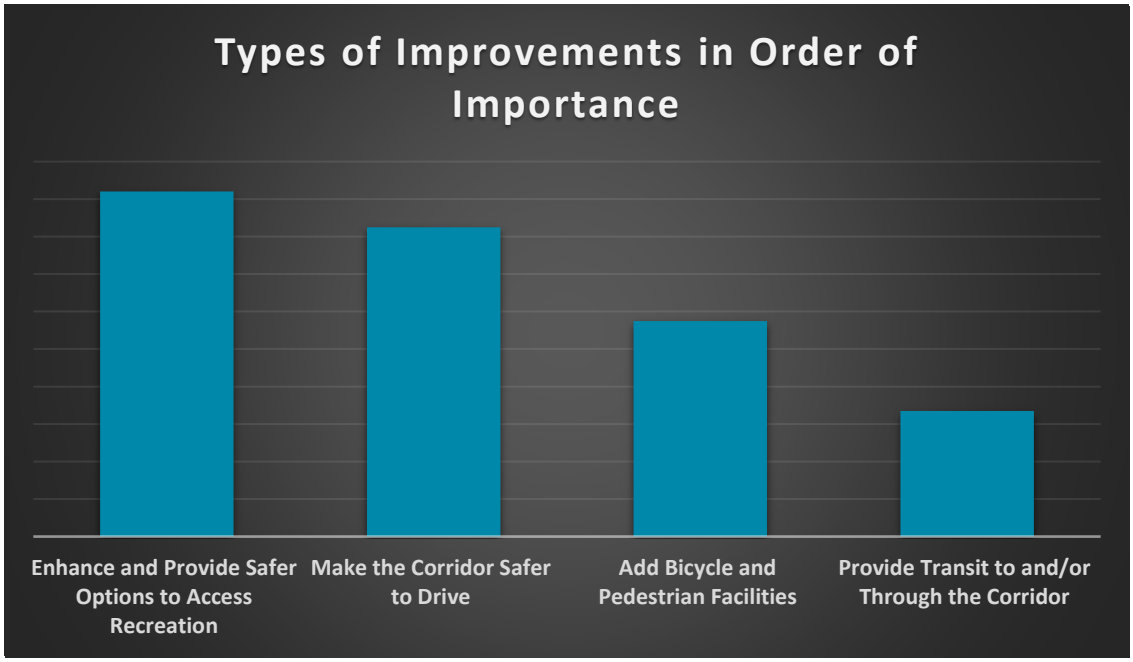


See **Appendix A** for all responses.

Question 7: What do you think are the biggest challenges facing this corridor?



Question 8: Thinking about the corridor as it is today, place the following improvement types in order of importance to you with the top being the most important and the bottom the least important.



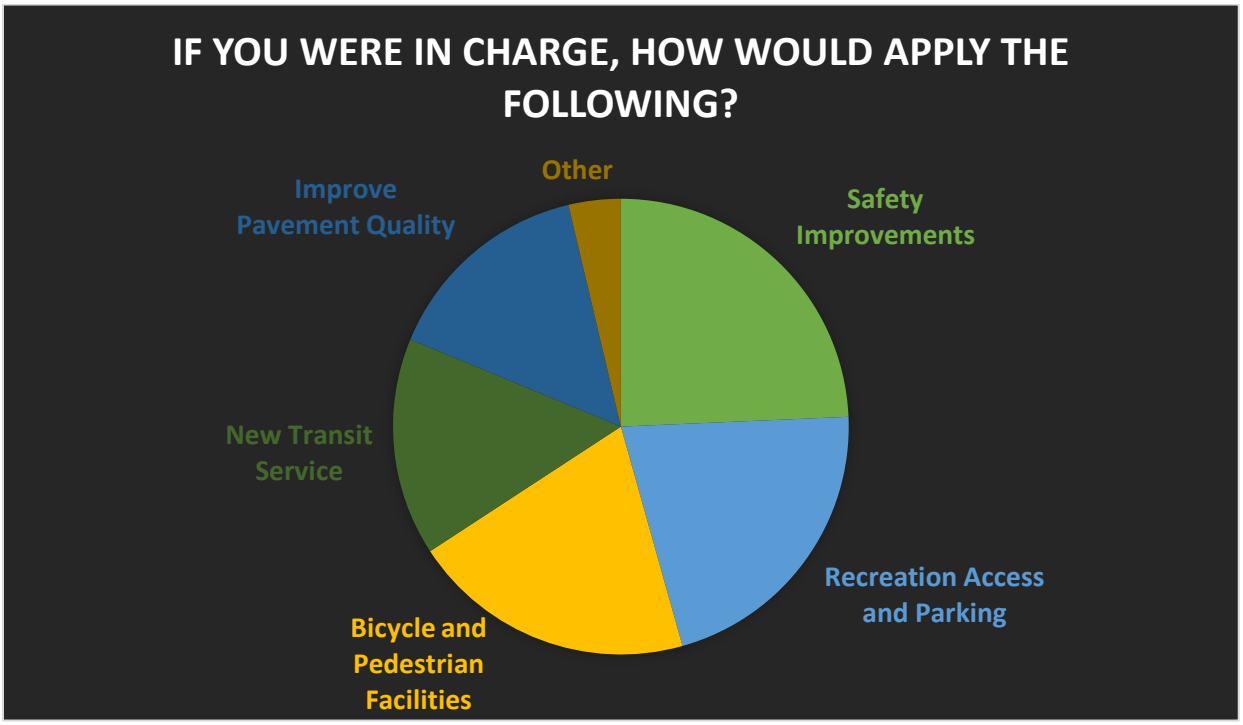
Question 9: Are there any improvement types you feel are important for the corridor?

Out of the 211 online survey responses, common responses were found around the following:

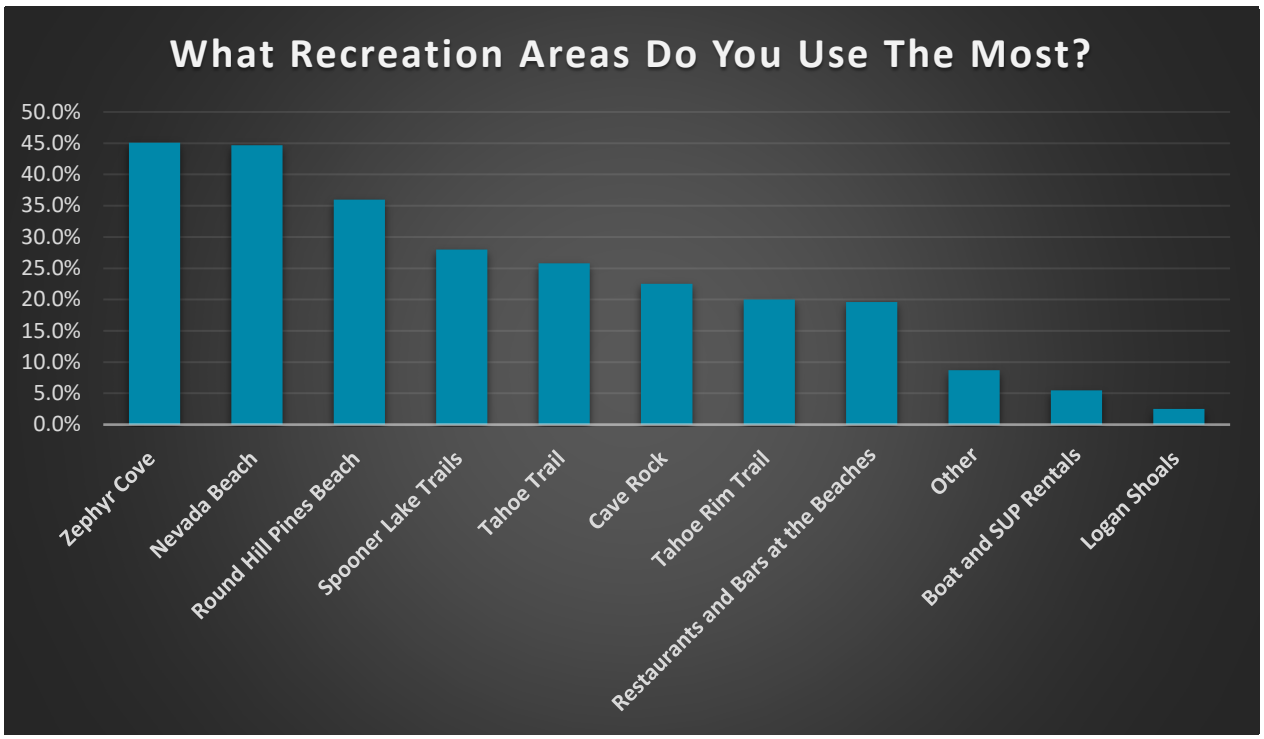
- Speed controls and limits
- Center median and/or barrier rails
- Acceleration/deceleration, center turn lanes, and improved access
- Parking enforcement and/or restrictions
- New traffic signals, with a few interested in roundabouts
- Bike lanes, pedestrian facilities, and crosswalks
- Leaving the corridor the way it is, no lane reductions

See **Appendix A** for all responses

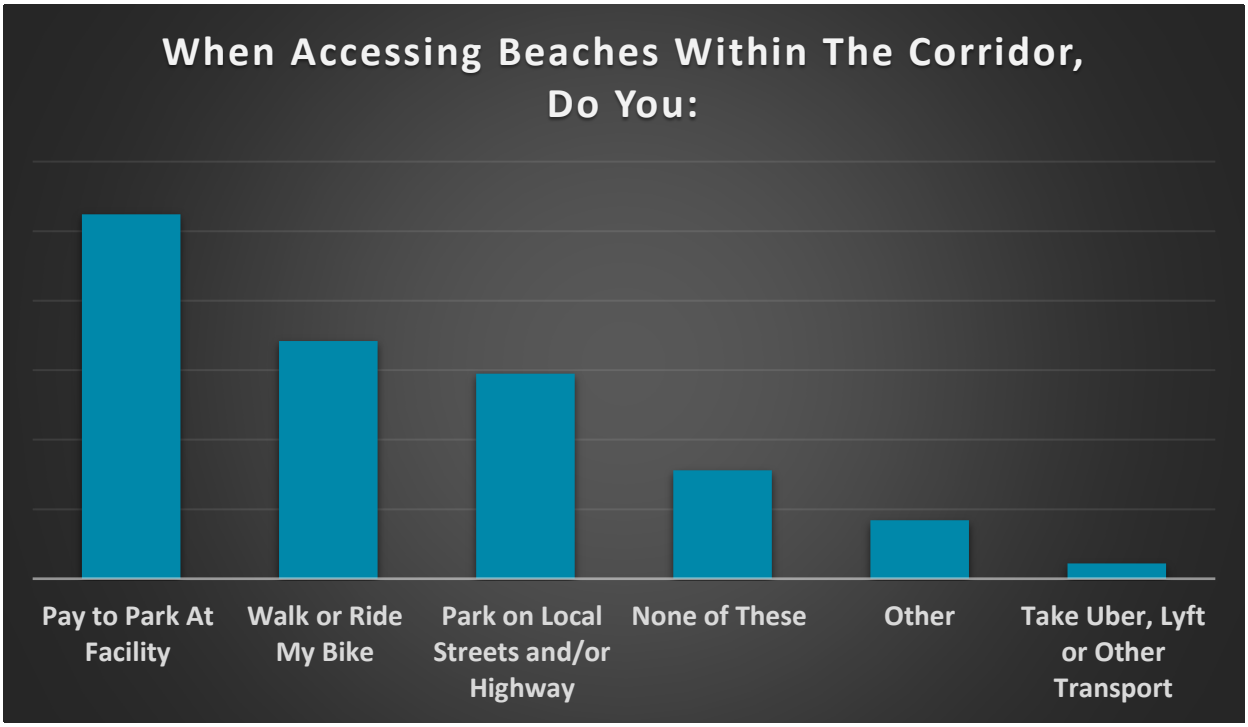
Question 10: If you were in charge of improvement funding, what percent would you apply to each of the following?



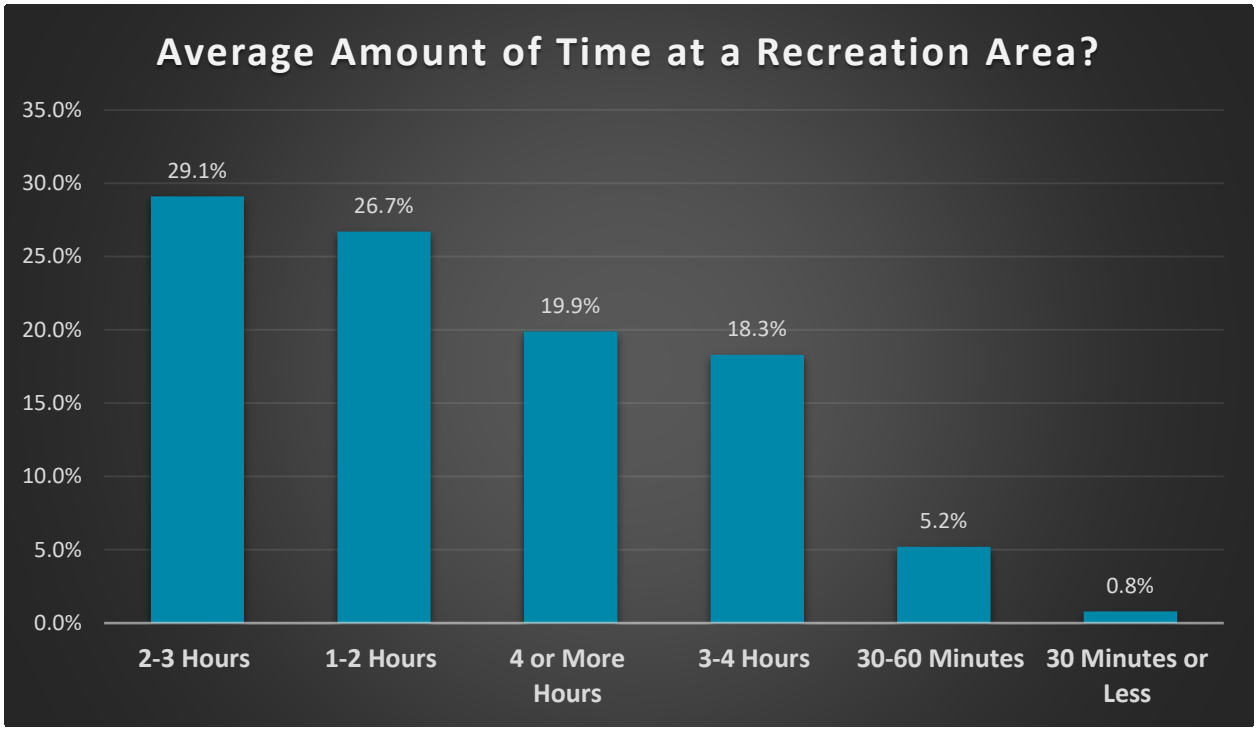
Question 11: When thinking about recreation areas within the corridor, which do you use the most? Please select 1 to 3 items.



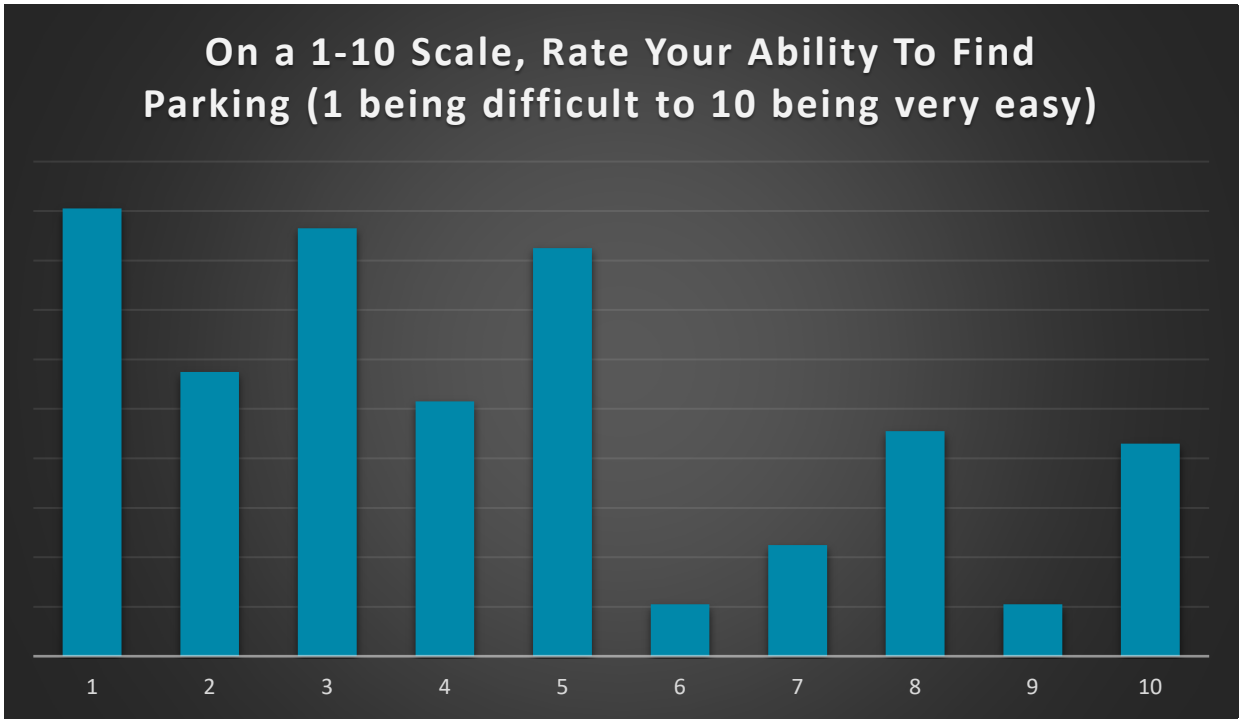
Question 12: When accessing beaches within the corridor, do you:



Question 13: On average, when you go to a recreation area, how long are you staying at that site?



Question 14: On a scale of 1-10, rate your typical ability to find parking at recreation destinations within the corridor with 1 being extremely difficult and 10 being very easy.



Question 15: Are there any specific issues or areas of concern you would like the study team to know about?

Out of the 212 responses online survey, common issues and concerns were found around the following:

- New signals and/or roundabouts at cross-streets
- Access to/from neighborhoods, particularly Marla Bay, Zephyr Heights, Lincoln Park, and Pine Cone Resort
- Parking enforcement and/or restrictions
- Concerns over previous concepts to reduce travel lanes
- Speeding and general safety concerns
- Tourist traffic and limiting visitation
- Bicycle and pedestrian improvements

See **Appendix A** for all responses.

Note: Review of the submissions from the public survey revealed that a very high percentage of respondents were full-time or seasonal residents (86.5-percent). The study team desired to obtain survey data from constituents that better reflect recreationalists and non-resident travelers. To that end, a separate survey was launched consisting of the same questions but aimed at groups that tend to favor non-resident travelers. The recreational-focused survey was launched in early Fall of 2021 and shared across interest group email lists for hiking and outdoor clubs in the Carson Valley and the Truckee Meadows among other outlets. The results of this survey are provided in **Appendix B**.

3.3 Round 1 Public Outreach Key Takeaways

Summary of Feedback by Goal Area

The feedback received during the first round of public outreach greatly mirrors the draft goals developed for the study. The major reoccurring points the public brought up typically fit within these five goal areas as summarized below:

Goal 1: Improve Safety: Design for fewer crashes, safer turning movements, slower speeds, and safer multi-modal choices.

Relevant public priorities and comments:

1. Zephyr Cove south through Zephyr Heights to Round Hill Pines Beach
   - Support for NDOT's construction of a new traffic light at Warrior Way
   - Encourage USFS facility redesign using Warrior Way as main entrance and adding additional parking within Zephyr Cove Resort area for both beach areas
   - Provide additional off-highway parking to the east of U.S. 50 in the Warrior Way area
   - Address the curved section from existing lighted intersection at Zephyr Cove Resort through Zephyr Heights area to improve safety and turning movements for this section
     - Improve turn movements for all the side-streets/driveways and the Presbyterian Conference Center area to reduce crashes
     - Slow traffic down and reduce corridor speeding
     - Combine driveways or streets to reduce the number of access points or provide frontage type access to consolidate accesses
     - Provide safe pedestrian and bike access
   - Provide safe pedestrian bike and transit access from off highway lots to Zephyr Cove. This solution could be a combination of public and concessionaire
   - Address turn movement/deceleration lane at existing lighted entrance to Zephyr Cove Beach Resort
   - No Parking Zone along U.S. 50 from north of Skyland to Round Hill Pines Beach

2. Cave Rock Area (Lincoln Park & Cave Rock residential area)
   - Provide deceleration and acceleration lanes for Cave Rock State Park
   - Signage northbound and southbound to alert drivers of upcoming turn movements; particularly by trucks with boat trailers
   - Provide safer turn movements to/from neighborhoods and consider combining driveways/side-streets
   - Provide safe pedestrian access to Cave Rock State Park
   - Prohibit unsafe shoulder parking and provide alternative transportation modes

3. Round Hill Pines south to Kingsbury Grade
   - Support for the USFS/FHWA relocation of the Round Hill Pines Resort main entrance
   - Relocate shoulder parking to off highway parking
   - Provide a deceleration/right turn lane for Elks Point Road
   - Provide safer access to/from Lake Village
   - Provide bike lanes along U.S. 50
   - No parking zone, Elks Point Road to Zephyr Cove

Goal 2: Protect the Lake: Reduce erosion with appropriate parking, trails, and access. Ensure water quality by reducing the sediments into the lake. Reduce vehicular congestion points to improve air quality.

Relevant public priorities and comments:

- Address the left turn queues occurring on SR 28 at U.S. 50

- Address corridor queues due to recreation facility traffic backing on to highway
- Make U.S. 50 a No Parking Zone similar to SR 28
- Provide safer, channelized access to recreation areas through multi-modal connections

Goal 3: Enhance Visitor Experience: Manage capacity. Enhance recreation alternatives. Provide consistent, clear, and concise directional signage for all modes of transportation. Promote value to future generations.

Relevant public priorities and comments:

- Improve signage to alert travelers in advance of recreation destinations
- Provide warning signs on the north side of the Cave Rock tunnel alerting motorists of upcoming turning trucks with boat trailers
- Alert visitors ahead of time regarding parking lot or recreation capacity so they can make different choices like taking transit

Goal 4: Expand Transportation Choices: Encouraging transit, bicycling, and walking. Expand the Tahoe Trail shared-use path to connect transportation choices such as off highway parking lots and transit stops.

Relevant public priorities and comments:

- Extend Tahoe Trail shared-use path from Round Hill Pines Resort to Zephyr Cove
- Connect new off-highway parking at Zephyr Cove, Round Hill, and Kahle Drive to the Tahoe Trail and to transit opportunities
- Consider transit options, both public and potential shuttles, by concessionaires at USFS facilities.
- Extend Tahoe Trail to connect the Casino Core during the Highway 50 Loop Road project to Laura Drive
- Connect Tahoe Trail from Zephyr Cove to Cave Rock

Goal 5: Promote Economic Vitality: Encourage collaboration. Establish public private partnerships. Reduce resource impacts.

Relevant public priorities and comments:

- Work with concessionaires to see if they would provide open air shuttle from parking up on Warrior Way down to the beach as part of the entrance fee
- Look at mainline transit system for workforce and recreation day trippers coming from Carson Valley
- Consider relocation of cabins at Zephyr Cove Resort, which could open up safer residential connectivity while potentially making the cabins more profitable
- Provide corridor connectivity to the Carson City trail system up old Clear Creek road

Summary of General Feedback

Other comments received during Round 1 outreach were not location-specific or didn't fall within one of the study goal areas but rather were more general in nature or focused on the study process itself. These comments include:

- Request that the road safety crash data be linked with the various alternative solutions so that the public can understand how an area can be improved.
- That significant crashes outside of the five years of crash data be noted along with bike and pedestrian crashes and considered in the planning process.
- Regarding the public's concern with the high speeds on U.S. 50, can we calculate the impact or increase in length of time it will take a traveler to get through a segment if various mitigation or safety measures are suggested? It will help understand the impact of each alternative suggested.

- Can the total number of commercial trucks using U.S. 50 be determined? The number that stop in the resort core and the number that are through traffic? Concern that I-80 closes more often than in the past and the trucks are diverting to U.S. 50 as the next fastest route and U.S. 50 is not setup for chain control inspection or even for truck chain up locations.
- Will the plan be broken up into logical segments like the SR 89 Plan? This may help focus alternatives relevant to segments of U.S. 50.
- Several stakeholder and public comments were handled immediately by sending to the appropriate operations/maintenance division or agency. These include trimming of trees blocking a pedestrian sign and missing signs.

SECTION 4 | ROUND 2 PUBLIC OUTREACH: CONCEPTUAL CMP ALTERNATIVES AND STRATEGIES

Round 2 of the CMP public outreach was focused on feedback on "backbone" corridor options and which options should be further advanced during the study. The approach was to get high-level feedback before advancing into further design detail to ensure the study takes public input into account throughout the process and does not overreach when it comes to preliminary design. The initial concepts were developed in response to many of the public concerns identified during Round 1.

4.1 Public Canvassing Tour

During Round 2, public canvassing was conducted along the study corridor, similar to Round 1, to engage the public in a more direct, one-on-one manner and make attendance easy. This public canvassing tour was conducted to inform the study team as to preferences, opportunities, and concerns with respect to potential roadway reconfiguration options and locations. The public canvassing was another "listening tour" where the study team could learn what is important and let the public learn about the CMP process. **Table 2** lists public canvassing dates and locations from March and April of 2022.

Table 2: Public Canvassing Dates and Locations

Date and Time	Location
March 30, 2022 11:00 am-1:00 pm	Douglas County Public Library
March 31, 2022 4:00 pm-6:00 pm	Lake Tahoe Visitors Authority
April 2, 2022 10:00 am-12:00 pm	Kahle Community Center

For each stop on the public canvassing tour, study representatives were available for a two-hour period to answer questions and engage with participants. Informational flyers were handed out providing study information, as well as a link to the study website. Aerial roll plots of the corridor were available with conceptual roadway cross-sections and issues/opportunities noted for each segment of the corridor. The maps provided an opportunity for participants to mark-up and note comments that were captured by the study team in a comment log. The maps were supported by other information boards, providing background information and context. A copy of the

Figure 5: Kahle Community Center Canvassing Location

boards and unmarked maps can be found in **Appendix C** with a log of canvassing comments in **Appendix D**.

The meeting was noticed to the pubic via direct mailers sent to addresses located from the mountain ridge to the lakeshore within the study limits. The addresses were obtained from Douglas County and consisted of approximately 4,200 addresses. In addition to the mailers, notices were sent to partner agencies and posted to NDOT social media sites. NDOT also drafted a press release. Approximately 170 people attended the public canvassing tour resulting in over 308 comments logged.

SECTION 5 | ROUND 3 PUBLIC OUTREACH: DRAFT CMP AND IMPLEMENTATION

The purpose of the third round of outreach was to introduce the preferred concepts developed following feedback from the Spring 2022 canvassing tour prior to advancing these concepts into the final CMP report. Step 3 of the study process progressed into advanced analysis of the corridor options, which included exploring supporting strategies and prospects that observed public feedback from Rounds 1 and 2. Round 3 of public canvassing communicated the evolving study process to the public by providing insight and statistics into the future performance of the improved corridor, displaying conceptualisms of traffic lane layouts and other road improvements, and suggesting proposals for off-highway parking management and transit. This round of outreach was a continuation of efforts to seek public opinion on precursory plans for the corridor so that public involvement and input was sustained throughout the design phase.

5.1 Public Canvassing Tour

Replicate of Round 2, Round 3 public canvassing was conducted along the study corridor in an open forum format where the public could interface with lead agency staff, stakeholders, and clients. The public canvassing was another “listening tour” where the study team could continue to gain insight on the potential impacts of the project and let the public learn about the CMP process and status. The study team sought public input and provided clarification on preferences, opportunities, and concerns with respect to potential on and off highway transit and parking reconfiguration options and locations. **Table 3** lists public canvassing dates and locations conducted in October and November of 2022.

Table 3: Public Canvassing Dates and Locations

Date and Time	Location
October 27, 2022 10:00 am-12:00 pm	Kahle Community Center
November 3, 2022 5:00 pm-7:00 pm	Lake Tahoe Visitors Authority

For each stop on the public canvassing tour, study representatives were available for a two-hour period to answer questions and engage with participants. Informational flyers were handed out providing up-to-date study information, alternatives and strategies that are still being considered, a Q&A for frequently asked questions, and a link to the study website. Aerial roll plots of the corridor were available with conceptual roadway cross-sections and improvement opportunities noted for each segment of the corridor. The maps provided an opportunity for participants to mark-up and note comments that were captured by the study team in a comment log. The maps were supported by other information boards that were displayed around the meeting space, which provided background information, timelines and context, project goals, and additional opportunities for improvements. A copy of the boards and unmarked maps can be found in **Appendix E** with a log of canvassing comments in **Appendix F**.

Figure 6: Lake Tahoe Visitors Authority Canvassing Location

The meeting was noticed to the pubic via direct mailers sent to addresses located from the mountain ridge to the lakeshore within the study limits. The addresses were obtained from Douglas County and consisted of approximately 4,200 addresses. In addition to the mailers, notices were sent to partner agencies and posted to NDOT social media sites. NDOT also drafted a press release.

Approximately 160 people attended the public canvassing tour resulting in over 274 comments logged.

SECTION 6 | ROUND 4 PUBLIC OUTREACH: PROPOSED LANE RECONFIGURATION TRIAL AND PUBLIC FEEDBACK

Public outreach was expanded to cover Round 4 after the concept of a demonstration project was introduced in Spring of 2023, following previous suggestions from the public. NDOT suggested a trial period to reconfigure the roadway in one of the corridor's three critical areas: Glenbrook, Cave Rock, and Zephyr Cove. The aim of the trial was to assess performance and gather data for shaping the final CMP recommendations. By reconfiguring the road, the goal was to enhance roadway safety by allocating a segment of the highway for safer turning in/out of side streets while ensuring that the traffic flow better aligns with the posted speed limit. This initiative aligned with the theme of actively listening to feedback, and the demonstration project proposal served as an opportunity to offer more information to the diverse range of opinions voiced.

NDOT solicited public feedback on the proposed demonstration trial from early July to early September 2023. During that period, they gathered 96 emails and documented 180 comments (**Appendix G**). Here is a summary of the key sentiments expressed:

Safety Concerns

Many comments expressed concerns about the safety of drivers entering/exiting driveways and neighborhoods along Highway 50, especially at the Marla Bay/Pinewild entrance. Frequent mentions of near collisions and accidents.

Support for Improvements

There was support among some commenters for NDOT's efforts to improve safety along Highway 50. Specific suggestions included reducing speed limits, adding turn lanes, traffic lights, roundabouts, pedestrian walkways, and bike lanes.

Opposition to Lane Reductions

A common sentiment was opposition to reducing the number of lanes on Highway 50 due to concerns about increased congestion, reduced emergency evacuation capability, and impatience with delays.

Requests for Change

Numerous comments contained urgent requests and demands for changes to improve safety, often expressing frustration at lack of action so far.

Trial Concerns

Some comments objected to the planned trial lane reduction, questioning its timing during peak tourist season and believing it would cause traffic problems.

SECTION 7 | ROUND 5 PUBLIC OUTREACH: PUBLIC SURVEY #2

Given the concerns the public and Douglas County Commissioners expressed over any temporary reconfiguration, NDOT chose to postpone the demonstration indefinitely and conduct additional public outreach. Round 5 of the CMP public outreach aimed to gather specific feedback about the potential demonstration project and associated opinions via a public survey. The public survey sought to determine the public's interest for a demonstration project and collect supporting and related comments. The survey results are intended to inform future decisions and help determine if a demonstration project should be explored further.

7.1 Public Survey

The survey was open from September 1 through September 30, 2023 (offline October 2nd). Survey notifications included social media and website posts, a press release, an eblast to the public contact database, and mailers sent to over 4,000 Douglas County addresses in the Tahoe Basin. The addresses were obtained from Douglas County and the mailer is shown in the graphic. The press release was picked up by The Tahoe Daily Tribune.

A total of 1,938 survey responses were received, indicating a high level of participation. These responses were carefully examined to detect any signs of manipulation. Seven (7) responses, constituting only 0.36-percent of the total, were identified as potentially manipulated and were therefore excluded from the survey results. This removal did not significantly impact the overall outcomes.

The graph below illustrates the daily responses received. As shown, the most active days were between September 4 and September 15 with a slight uptick in activity at the end of the survey period.

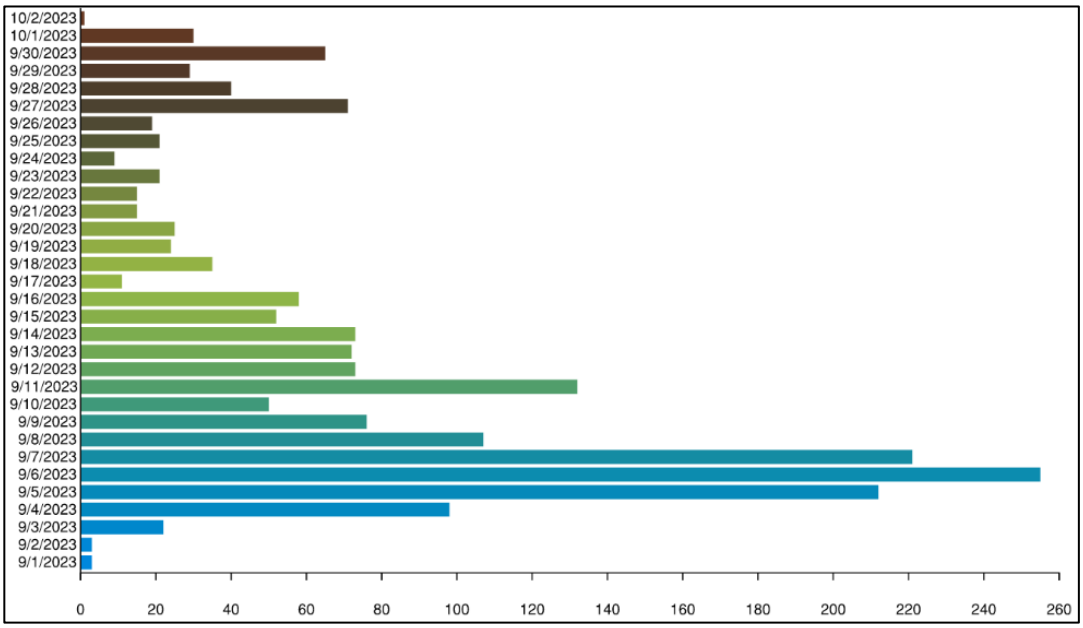
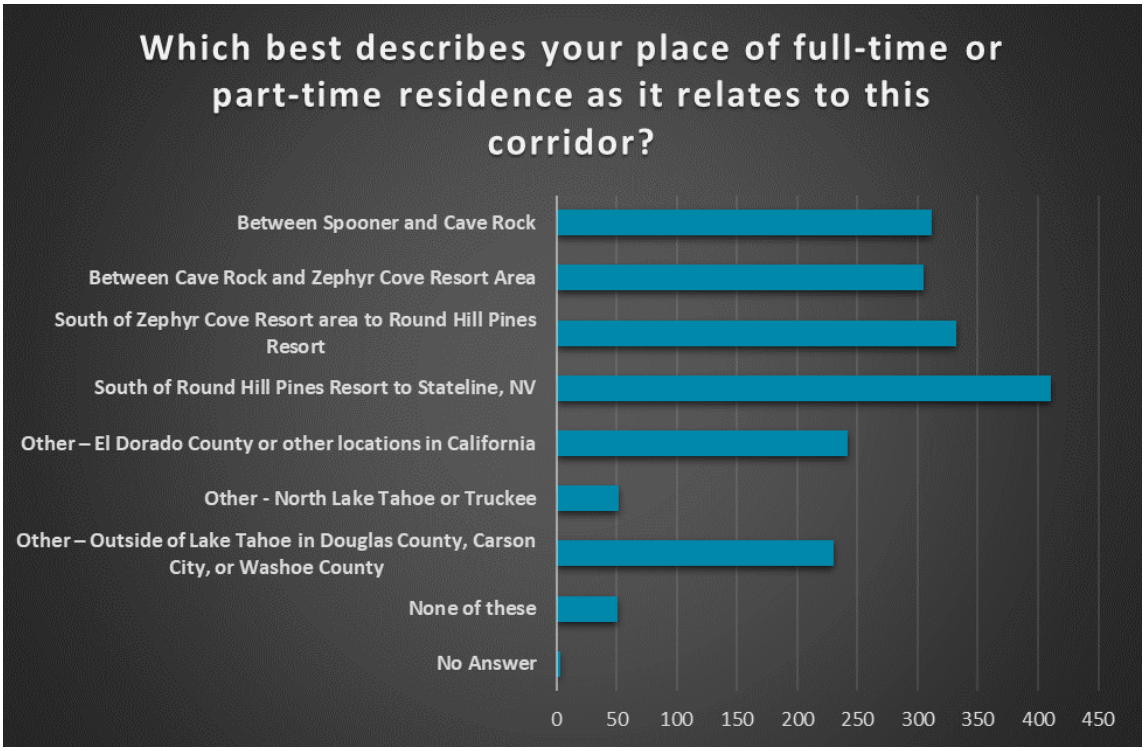


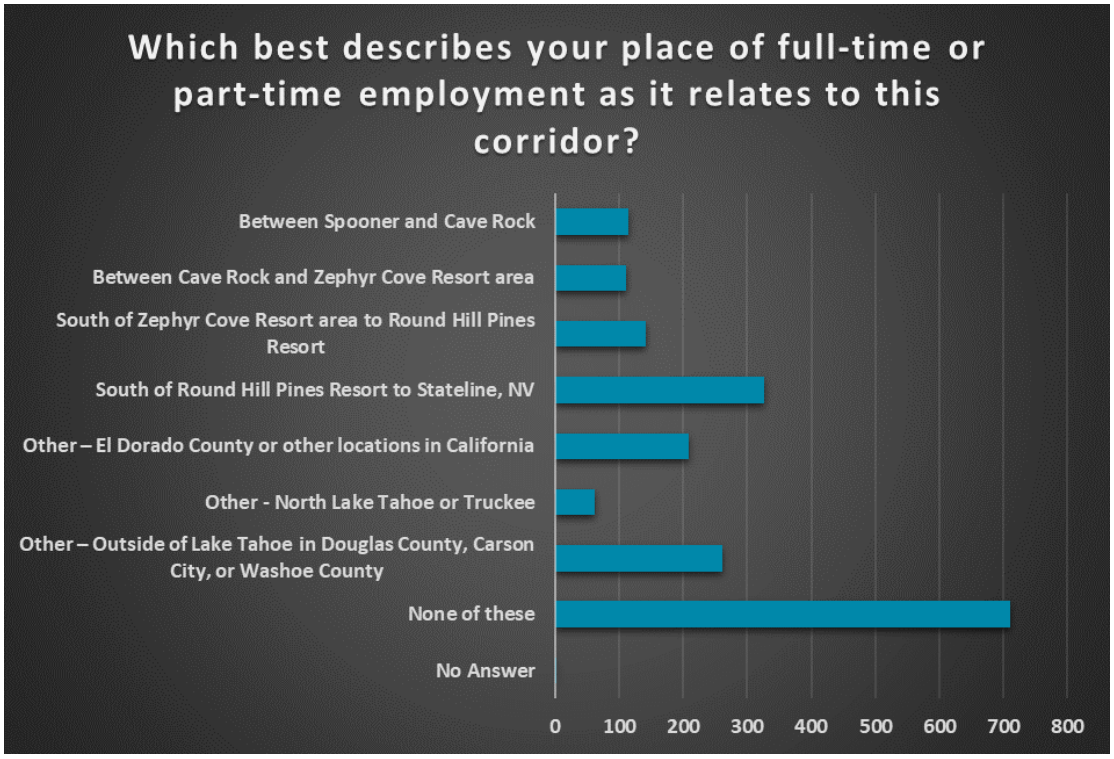
Figure 7: Summary of Daily Survey Respondent Totals

The survey questions and a summary of the responses are provided below. Further analysis of the results is provided following the survey questions.

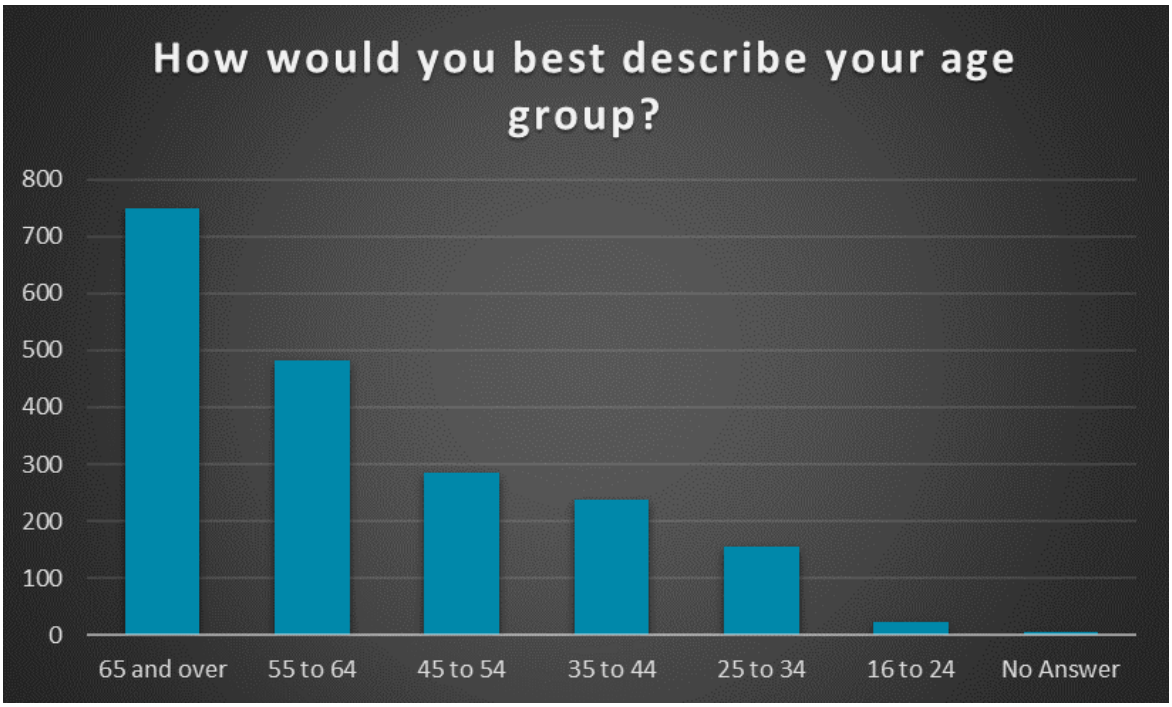
Question 1: Which best describes your place of full-time or part-time residence as it relates to this corridor?



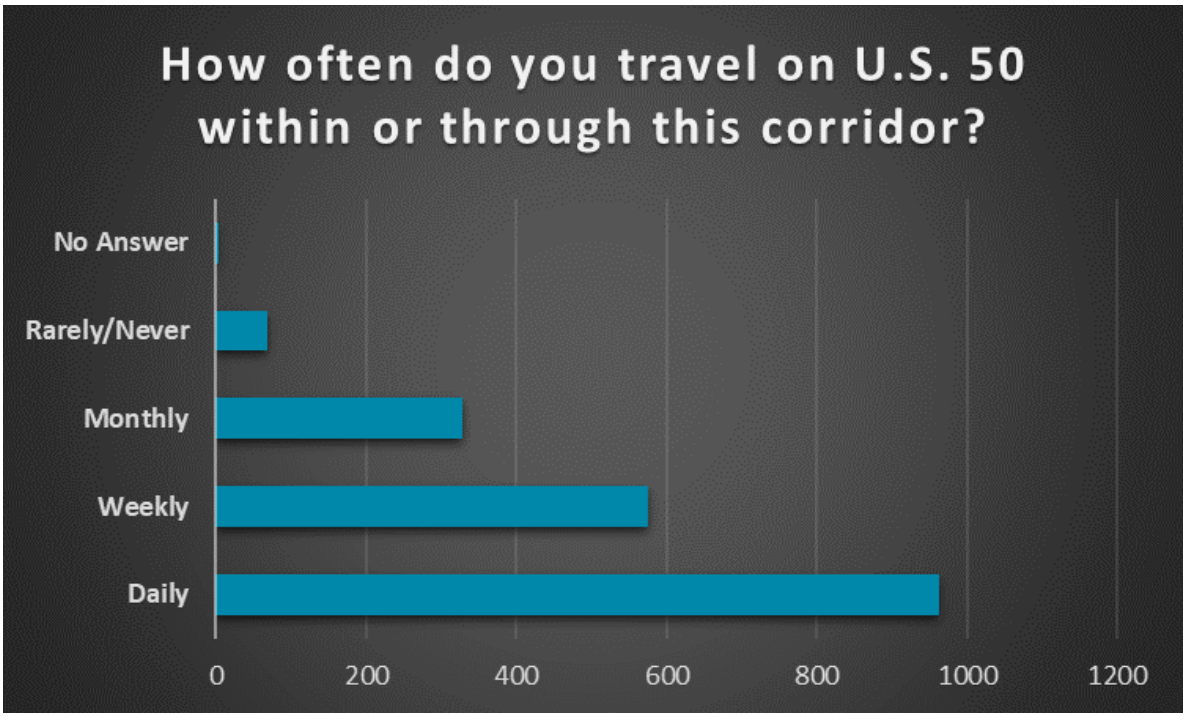
Question 2: Which best describes your place of full-time or part-time employment as it relates to this corridor?



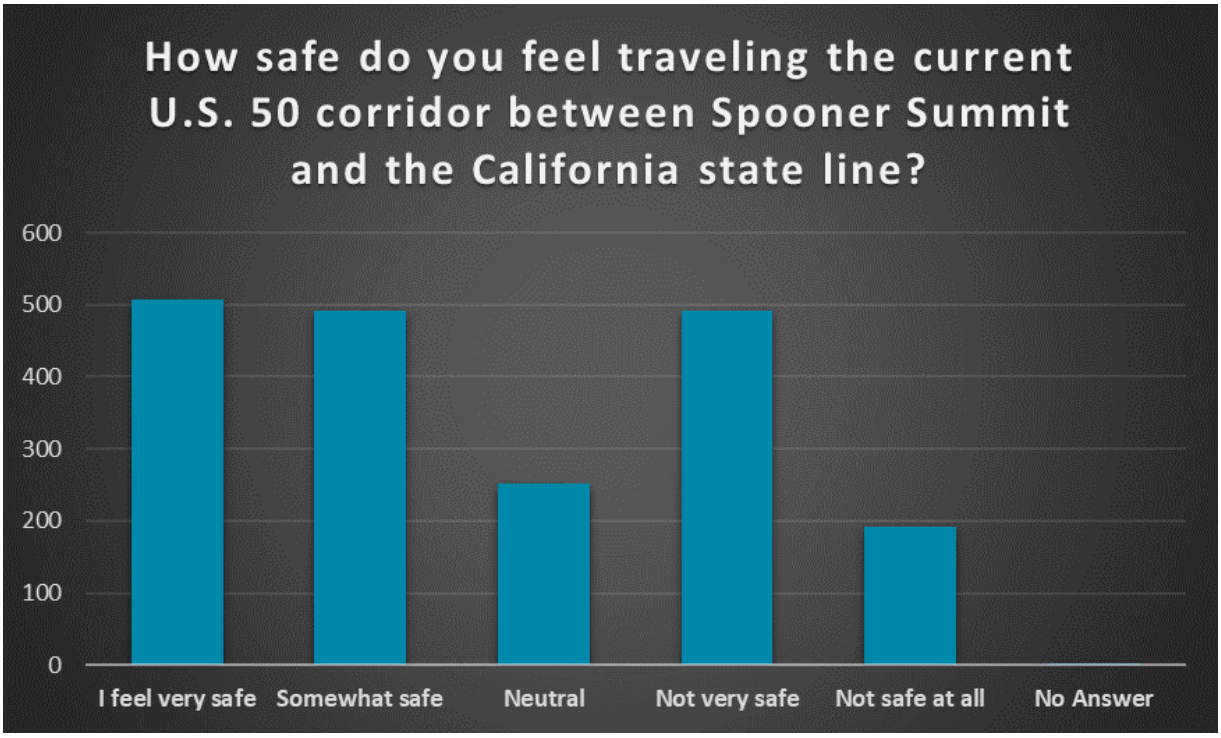
Question 3: How would you best describe your age group?



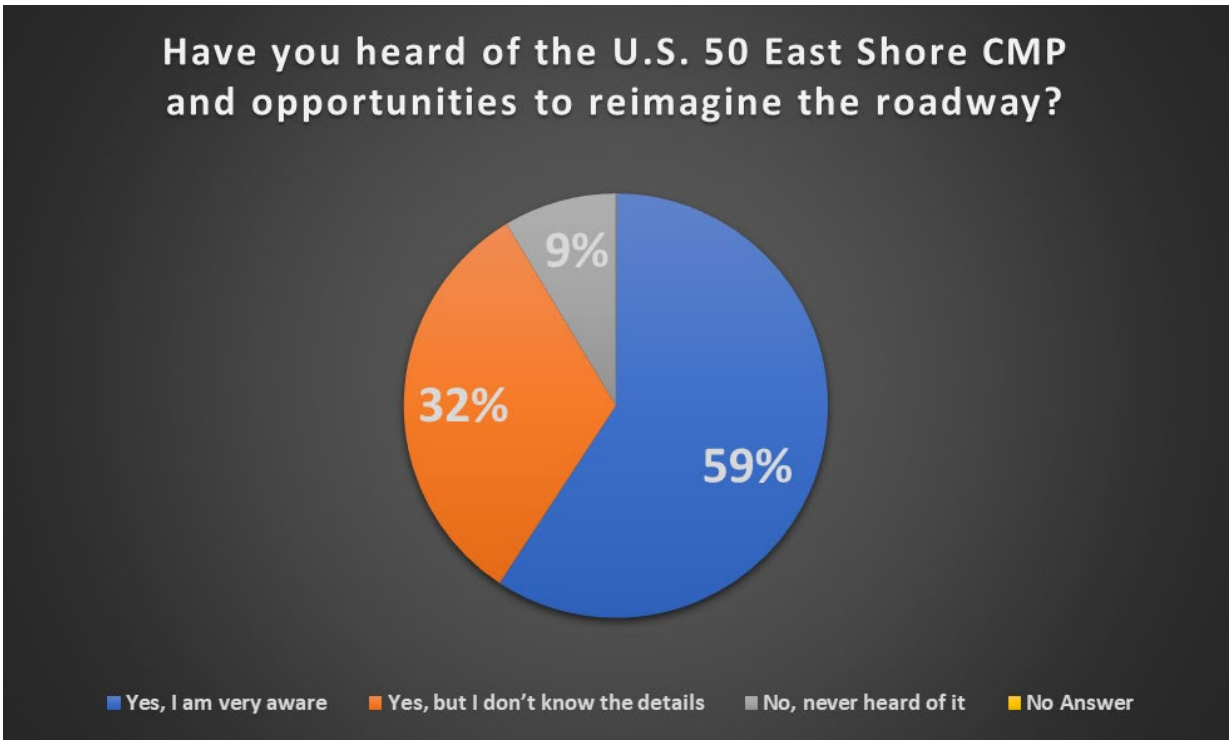
Question 4: How often do you travel on U.S. 50 within or through this corridor?



Question 5: How safe do you feel traveling the current U.S. 50 corridor between Spooner Summit and the California state line?



Question 6: Have you heard of the U.S. 50 East Shore CMP and opportunities to reimagine the roadway?



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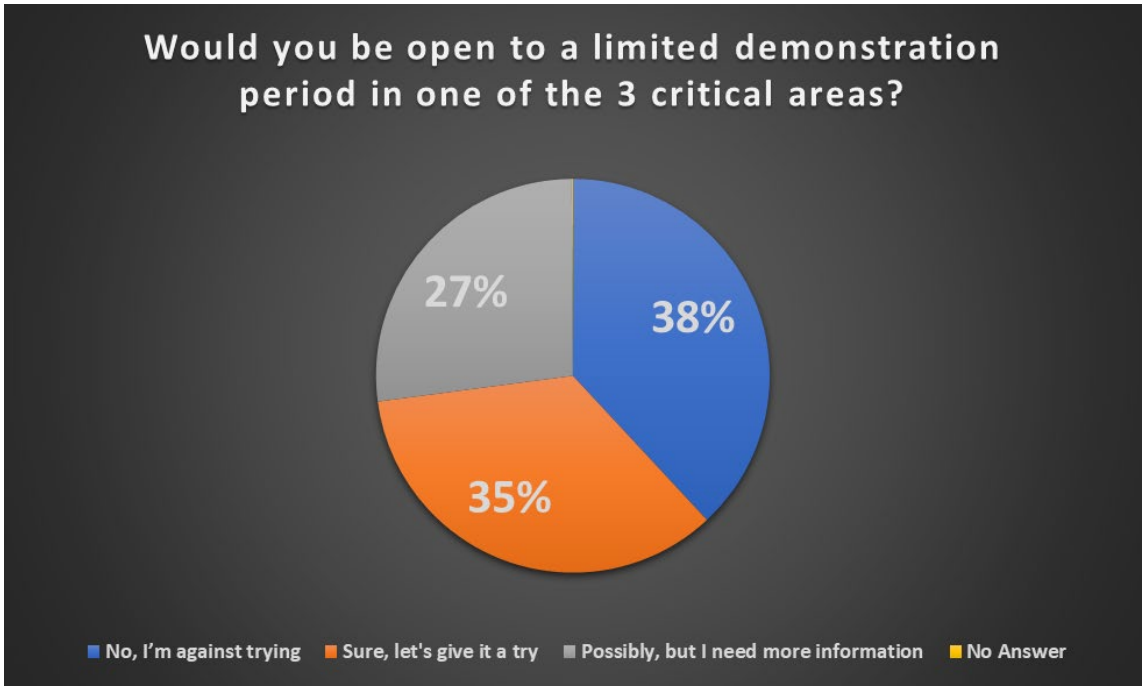
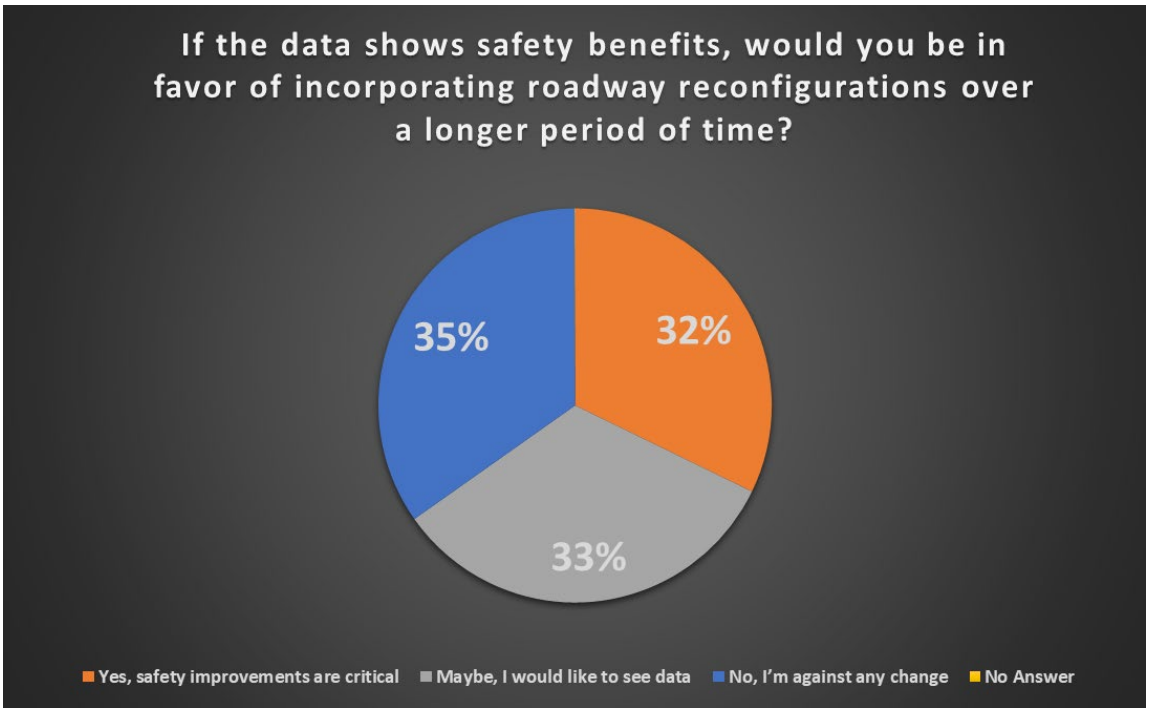


Question 8: If the data obtained during the demonstration shows safety benefits, would you be in favor of incorporating roadway reconfigurations over a longer period of time?



Question 9: What is your primary reason for being for or against a demonstration project?

Out of the 1821 responses (94-percent) to this question (see **Appendix H**), a summary of responses to question 9 is as follows:

Reasons in Favor of Demonstration Project

A. Improve Safety

- High number of crashes currently
- Reckless/dangerous driving behaviors
- Make road safer for all users - drivers, pedestrians, cyclists
- Address specific hazardous areas (Highway 28 intersection, neighborhood entrances, etc.)

B. Gather Data to Guide Decisions

- Objective information needed on impacts before permanent changes
- Understand effects on traffic, congestion, evacuations, etc.
- Demo provides real-world data vs. just projections

C. Test Ideas Before Implementation

- Try out changes on small scale first
- Allow public and agencies to evaluate options
- Re-evaluate based on feedback
- Avoid major resource commitments to unproven solutions

D. Prioritize Alternative Transportation

- Encourage biking, walking, and transit
- Reduce private auto dependence
- Improve non-motorized transportation infrastructure

Reasons Against Demonstration Project

A. Traffic Impacts from Lane Reductions

- Current backups when lanes temporarily closed
- Permanent lane reductions may worsen congestion
- Frustration and gridlock expected

B. Emergency Evacuation Concerns

- Maximum lane capacity critical for safe evacuation
- Lane reductions could risk lives if evacuation needed

C. Unnecessary Waste of Time and Money

- Existing data already shows lane reduction issues
- No need to demonstrate again

D. Distrust in Agencies

- Concerns about pre-determined outcomes
- Fears of manipulating data to fit agenda
- Lack of impartiality and objectivity

E. Ignoring Prior Public Input

- Previous feedback opposed lane reductions
- Moving ahead despite objections

Key Takeaways

- Strong opinions on both sides focused around traffic impacts, safety, public process, and trust
- Most survey respondents sincerely engaged in good faith effort
- Carefully incorporating all perspectives is critical if demonstration project moves forward

Question 9 Summary

An online survey asked people to share their primary reason for being for or against a demonstration project to test potential changes along U.S. Highway 50 in Lake Tahoe. The open-ended responses revealed impassioned opinions on both sides of this contentious issue.

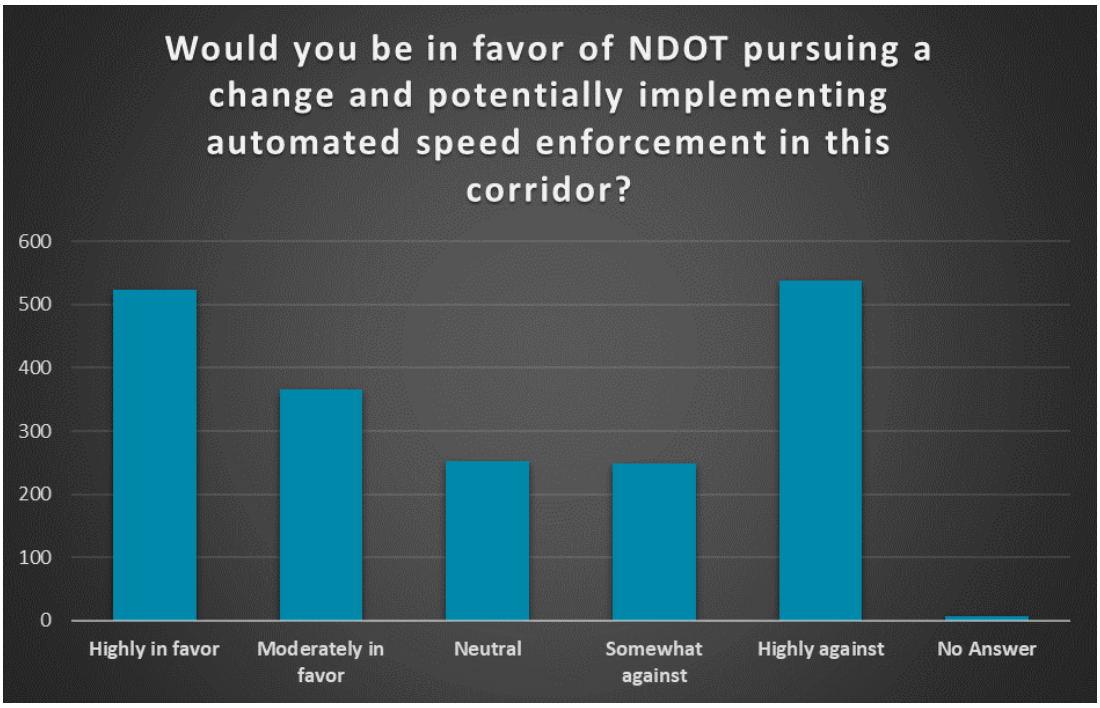
Those in favor of trying a demonstration project along the highway corridor provided several key rationales. Improving safety was a major theme, with many respondents concerned about the high number of crashes and reckless driving behaviors they have witnessed. They felt changes are sorely needed to make U.S. Highway 50 safer for drivers, as well as pedestrians and cyclists. Some cited specific dangerous areas like the intersection with Highway 28 or turns without dedicated turning lanes across traffic into neighborhoods. Gathering data through a demonstration was another common reason for support. Respondents felt objective information was needed about the real-world impacts of potential changes like lane reductions or lower speed limits before permanent decisions are made. Along the same lines, many favored testing ideas on a small scale before full implementation to see what works. Supporters also cited the need to prioritize alternative transportation methods like biking, walking, and public transit over private auto use along the corridor.

Those against trying a demonstration project had several major objections. The most common concern was over traffic impacts from reducing the number of lanes. Drawing on examples of backups that already occur when lanes are temporarily closed for construction, many respondents predicted permanently eliminating lanes would greatly worsen congestion. Tied to this, some cited the ability to safely evacuate in case of wildfires or other emergencies. They insisted keeping the maximum lane capacity is critical and reduces the risk of gridlock during a crisis. Additional reasons for opposing a demonstration included believing it is an unnecessary waste of time and money. Some felt existing data already conclusively shows lane reductions are a poor idea, so demonstrating this again would be pointless. A number of respondents also accused NDOT and other agencies of having pre-determined outcomes and planning to manipulate data from the demonstration to justify their own goals. Finally, some felt the project ignored overwhelming public feedback from previous input opportunities that opposed reducing lanes.

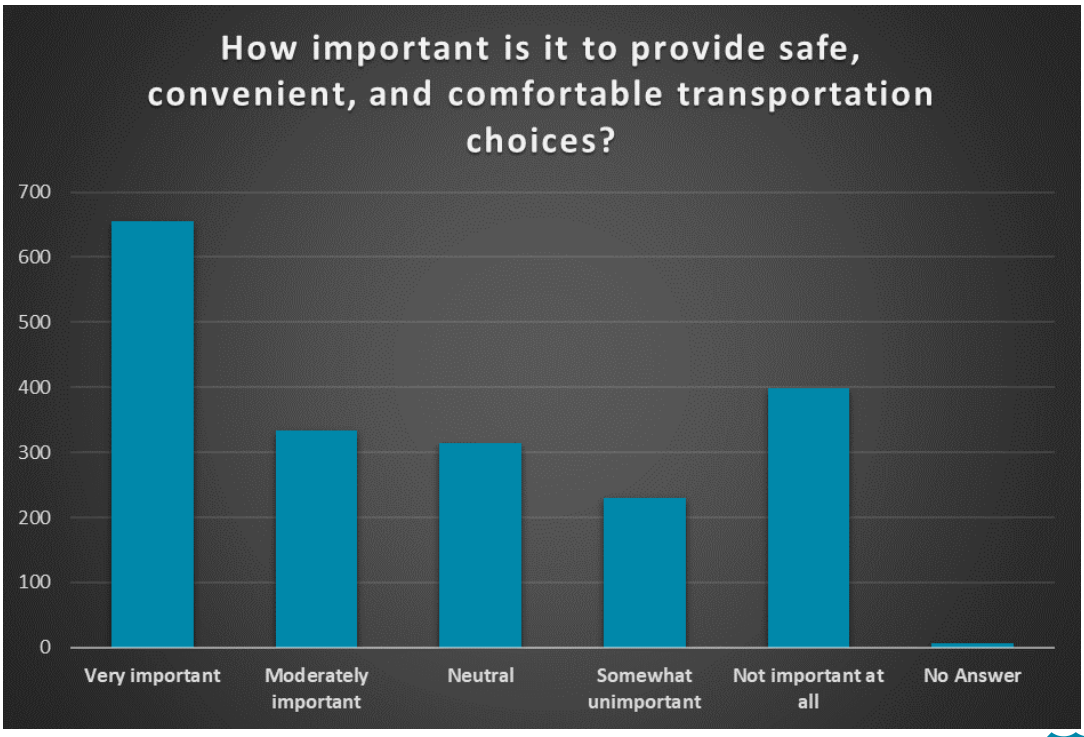
In summary, strong opinions exist on both sides of this proposal, focused on issues like traffic flow, safety, public process, and trust in agencies. The vast majority of respondents seem to have provided sincere input.

Even those with very strong objections tended to focus their feedback on substantive issues like traffic impacts, lack of trust in agencies, or emergency evacuation concerns. Overall, it appears nearly all respondents made a good faith effort to provide their perspective on the proposal.

Question 10: One of the safety strategies suggested by the public has been automated speed enforcement (i.e., speed cameras), which is currently against the law in Nevada. Would you be in favor of NDOT pursuing a change to this law and potentially implementing automated speed enforcement in this corridor?



Question 11: The current U.S. 50 corridor generally lacks transportation choices such as transit, pedestrian, and bicycle facilities connecting destinations. How important is it to provide safe, convenient, and comfortable transportation choices?



Question 12: If there are any comments you would like to share with the team, you may add them here.

Out of the 1245 responses (64-percent) to this question (see **Appendix I**), a summary of responses to question 12 includes the following:

Major Areas of Comment

A. Main causes of accidents/safety issues:
- Speeding and reckless driving
- Impaired driving
- Lack of speed limit enforcement
- Illegal parking on road shoulders

B. Priorities:
- Maintain efficient traffic flow and evacuation capacity
- Don't reduce number of lanes
- Increased law enforcement and speed limit enforcement
- Install traffic lights, roundabouts, turn lanes

C. Alternatives to lane reductions:
- Lower speed limits
- More police presence and ticketing
- Automated speed enforcement
- Center barriers to prevent head-on collisions
- Widen roadway where possible to add turn lanes
- Restrict/eliminate shoulder parking
- Traffic lights and roundabouts to manage speed

D. Bicycle lanes:
- Desirable but not at expense of vehicle capacity
- Concerns about feasibility in winter
- Support separate pedestrian/bike paths off highway

E. Public transit:
- Desirable but low utilization expected
- Should not reduce vehicle lanes

F. Process concerns:
- Lack of transparency
- Distrust of NDOT motives
- Ignoring previous public input
- Pre-determined agenda to install bike lanes

Key takeaways:

- Prioritize maintaining traffic flow and evacuation capacity
- Increased enforcement before lane reductions
- Don't decrease vehicle capacity for bikes/peds
- Build bike paths separately from highway
- Skepticism that lane reductions will improve safety
- Listen to local input and focus on non-disruptive solutions first

Question 12 Summary

The U.S. 50 corridor along Lake Tahoe is clearly seen as a major traffic safety concern by local residents, workers, and visitors. The predominant view is that speeding, reckless driving, and impaired driving are the main causes of crashes and fatalities along the corridor.

Many respondents emphasized the need to prioritize ensuring efficient traffic flow and maintaining evacuation capacity on this vital transportation artery, especially considering recent major wildfires that led to mass evacuations from the Tahoe basin. There is strong opposition in question 12 to reducing the number of lanes, as respondents fear this will lead to severe traffic congestion and hinder emergency evacuations. Instead, most responses support increased law enforcement and speed limit enforcement as a way to improve safety without reducing lanes. Installing more traffic lights, roundabouts, and turn lanes are also frequently suggested alternatives to lane reductions.

While many agree that providing pedestrian, bicycle, and public transit options along the corridor is desirable, these should not come at the expense of reducing vehicle capacity on this major highway. The feasibility of bike lanes is also questioned given winter weather conditions. There is support for building separate pedestrian/bicycle paths far away from the highway corridor.

Frustration with the lack of transparency and suspicion of ulterior motives is evident in numerous responses. Many perceive previous public feedback has been ignored and that NDOT has a pre-determined agenda centered on a "road diet" to install bike lanes. Some respondents demand evidence to justify the need for lane reductions and demonstration projects.

Overall, the prevailing sentiment in question 12 is that maintaining efficient traffic flow and evacuation capacity should be the top priorities for this critical transportation link. While there is support for safety improvements like better speed limit enforcement, most respondents to this question are opposed to lane reductions, believing it would worsen rather than improve the situation. Respondents urge transportation planners to heed local input and focus first on solutions that do not decrease vehicle capacity on this highway.

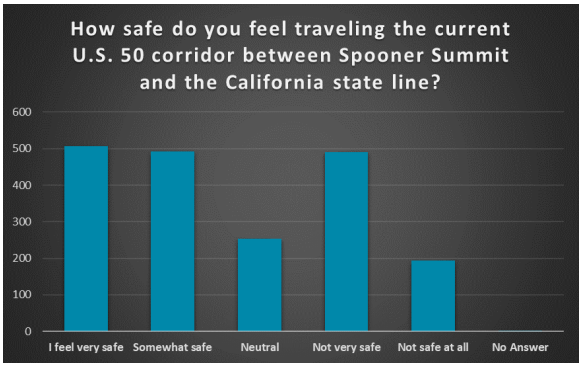
7.2 Survey Response Breakdown

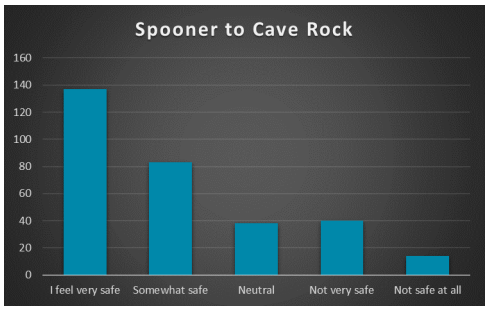
It is expected that there will be variability in responses and sentiment based on respondent factors. The most notable is the responses to residency as it relates to the corridor. Approximately 70-percent of respondents reported residing full-time or part-time within the study corridor. A similar breakdown by employment location as it relates to the corridor is not included as nearly 37-percent of respondents answered *None of These* when it comes to place of employment when it comes to the corridor.

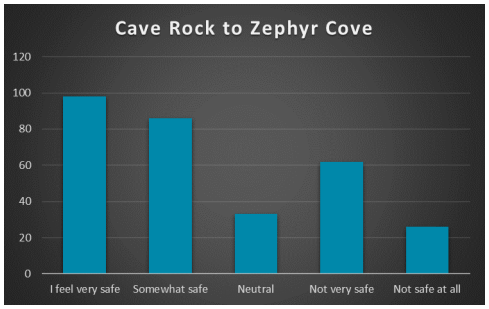
The responses filtered by residency for questions 5, 7, 8, and 11 are shown on the following pages. As can be seen, there is less support for a demonstration project for those residing in the study limits versus outside the study limits, with an exception for the corridor segment from south of Zephyr Cove to Round Hill Pines. Outside of the study limits, these is support for a demonstration for those residing in El Dorado County or elsewhere in California, North Lake Tahoe/Truckee, and outside of Tahoe in Douglas, Carson, or Washoe Counties.

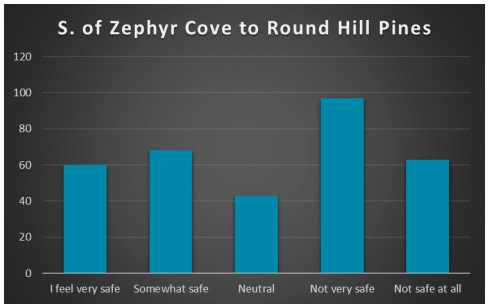
Similarly, there is less support for safe, convenient, and comfortable transportation choices for the corridor segments from Spooner Summit to Zephyr Cove with sizeable support from the segment south of Zephyr Cove to Stateline. Those residing outside of the corridor are generally in favor of transportation choices.

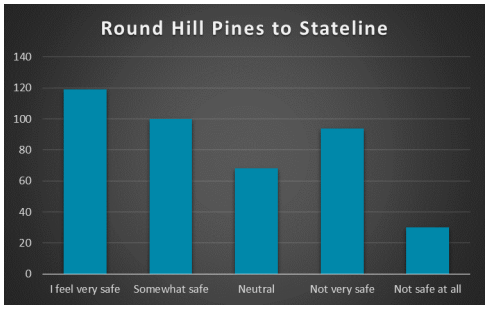
Question 5: How safe do you feel traveling the current U.S. 50 corridor between Spooner Summit and the California state line? Total responses and responses by location"

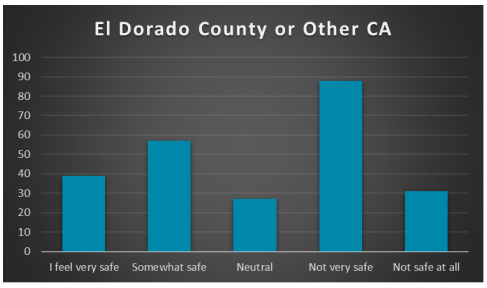


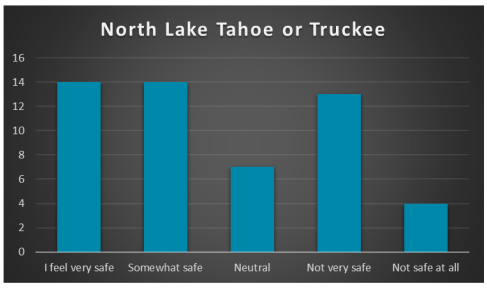


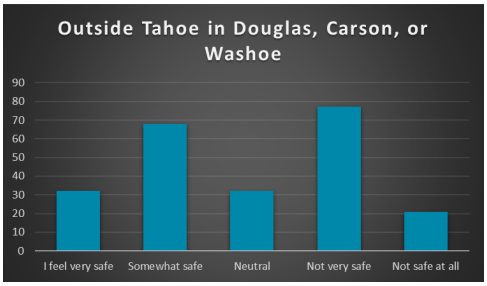












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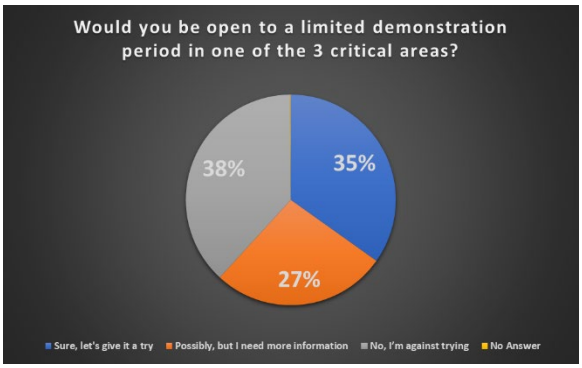

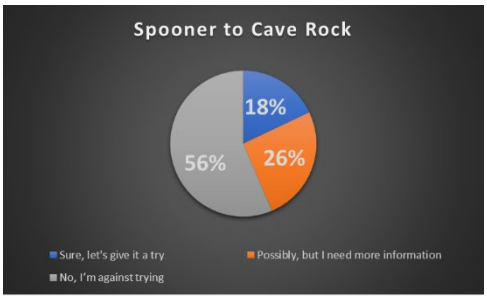

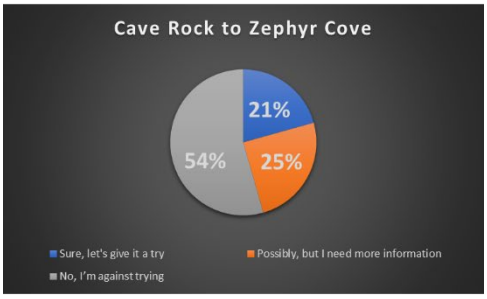

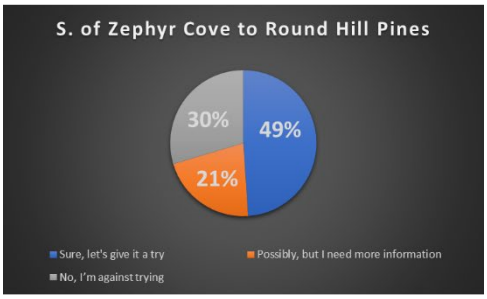

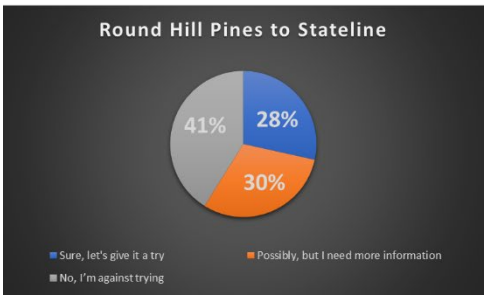

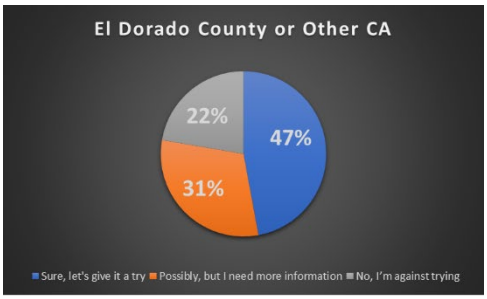

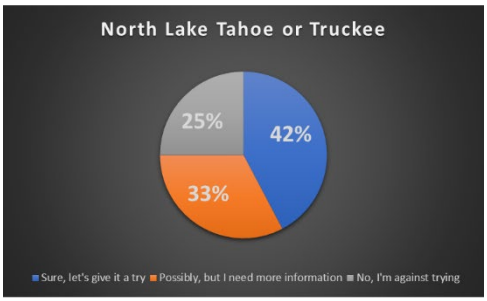

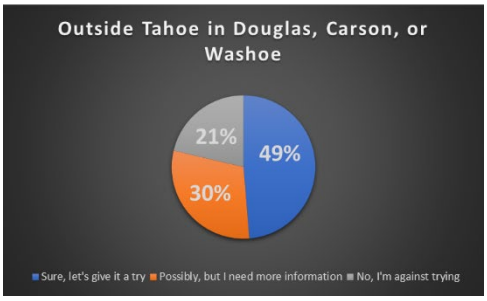

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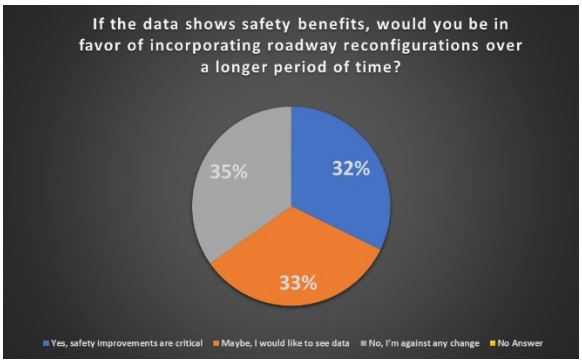
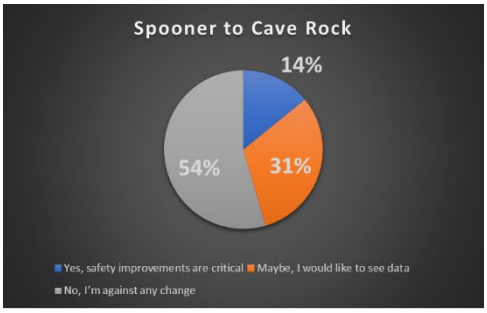
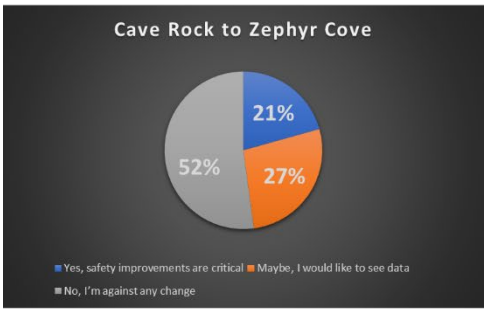
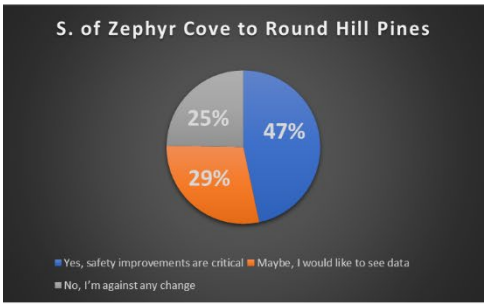
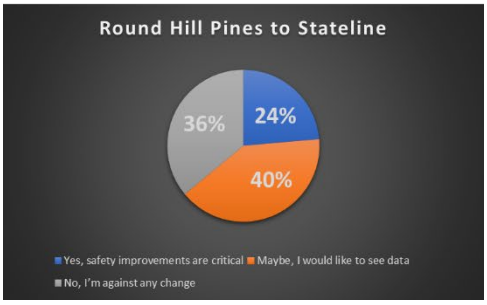
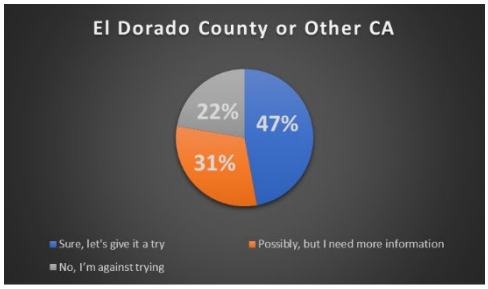


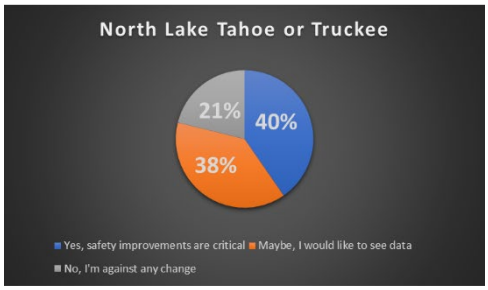


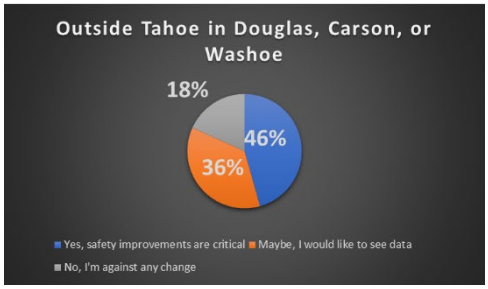




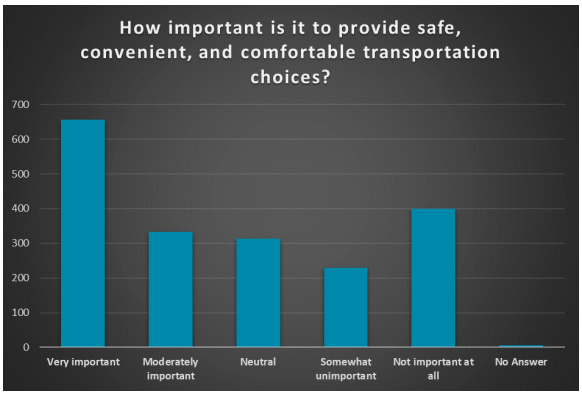


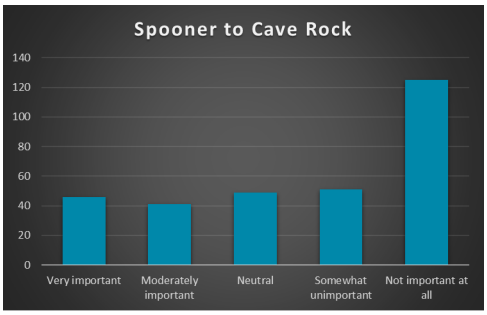


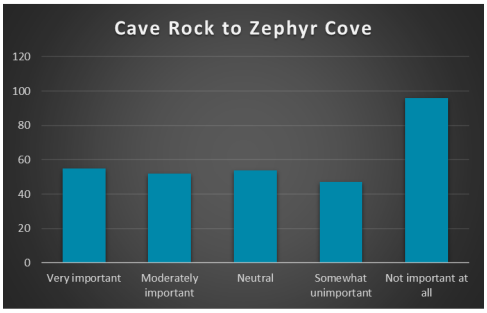


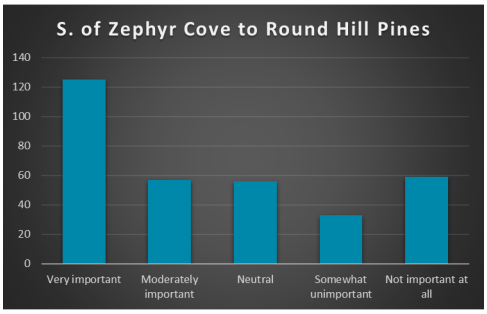


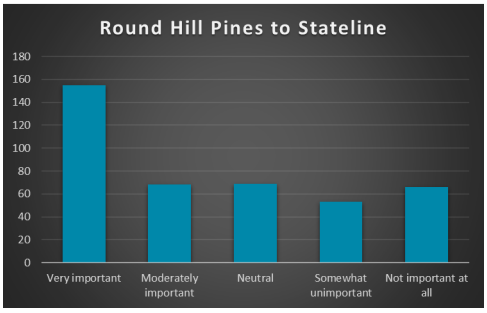
Question 11: The current U.S. 50 corridor generally lacks transportation choices such as transit, pedestrian, and bicycle facilities connecting destinations. How important is it to provide safe, convenient, and comfortable transportation choices?

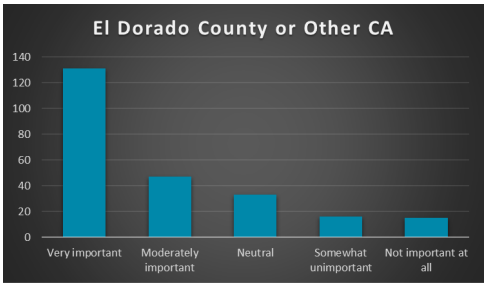


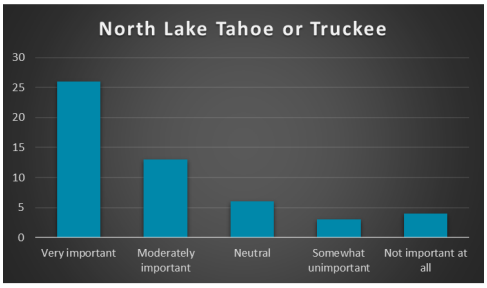


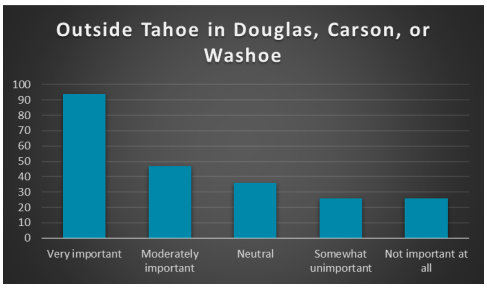












SECTION 8 | ROUND 6 PUBLIC OUTREACH: FINAL PUBLIC MEETING

Round 6 of the CMP public outreach aimed to introduce and obtain feedback on the Draft Final Report at a formal public meeting. The Draft Final Report was available for public comment concurrently with the meeting through the NDOT website and an online virtual public meeting (us50eastshore.com). This was the first broad public review of the CMP with no roadway reconfigurations included.

8.1 Public Meeting

The study team conducted the public meeting at George Whittell High School on February 27, 2024, from 4:30 to 7:00 PM. Mounted boards displaying background information and summaries of the Draft CMP recommendations were available for attendees to peruse at their leisure and engage in informal discussions with team members. A formal presentation was delivered, followed by a question-and-answer session. Additionally, the meeting was broadcasted live on Facebook to accommodate remote participants.

Figure 8: Public meeting presentation

The main talking points of the presentation were as follows:

- Lane reductions are no longer part of the study recommendations.
- Safety improvements focus on reducing speeds, improving turn movements where feasible, other striping countermeasures, intersection improvements where feasible, and parking management among other strategies.
- Many of the recommendations will require further study, environmental review, design development, and funding, reflected in the phased Implementation Plan.
- The CMP also includes recommendations for establishing an ongoing Safety and Operations Committee to coordinate safety improvements, lane closures, and construction impacts along the corridor.

Feedback on the Draft Final Report was solicited using the following methods:

- Comment cards at the public meeting
- Recorded public comments at the public meeting via a court reporter and Q&A session
- Virtual public meeting comment submissions
- NDOT email

Of the ±154 participants, there were 83 in-person public meeting attendees, 9 comment cards with 24 comments, 27 public meeting commentors with 46 comments, 39 online/website commenters with 74 comments, and 27 emails with 41 comments.

Figure 9: Public meeting gathering before the presentation

8.2 Round 6 Public Outreach Key Takeaways

Based on the comments from the public outreach round 6, there were a mix of sentiments regarding the Draft CMP recommendation and report. Below is a summary of the main sentiments expressed:

Positive Sentiments:

- Support for the CMP and its objectives
- Support for bike lanes/paths and improving pedestrian connectivity
- Appreciation for recent improvements like the US 50/Warrior Way traffic light
- Support for roundabouts and traffic circles at certain intersections
- Strong support for removing on-highway parking

Negative Sentiments:

- Concerns over lane width reductions, particularly during winter conditions and for emergency vehicle access
- Opposition to bike lanes/paths on the highway due to potential conflicts with vehicles
- Concerns about the feasibility of public transit given the elevation changes and distances to transit stops
- Opposition to private property acquisition for the project

Suggestions and Requests:

- Improve intersections and turn movements, particularly at Marla Bay, Zephyr Cove, and US 50/SR 28
- Increase law enforcement and traffic control measures
- Reduce speed limits in certain areas
- Improve signage for various purposes (e.g., alerting drivers, restricting semi-trucks)
- Explore alternative designs like underpasses or restricted crossing U-turns at US 50/SR 28
- Coordinate traffic signals and consider dynamic speed limit reductions

APPENDICES

A – Round 1 Outreach Comments and Survey Responses

June/July 2021 Public Outreach Comment Matrix

No.	Date	Type	Seg	Category	Comment
	Douglas County Presentation				
1	18-Jun	A	4	Parking	DC Sheriff receives calls for parking issues on Cave Rock Dr.for Cave Rock Trailhead and there isn't anything they can do unless someone is blocking road.
2	18-Jun	B	4	Safety	Cave Rock SP entry turn movements and lack of acceleration or decel lanes needs to be looked at in the study.
3	18-Jun	B	0	Parking	Need mobility centers (park n ride lots) so folks have consistent place to go and access transit
4	18-Jun	B	2	General	Plans for Medical Facility at Lakeside Inn and local type small casino at Kahle Drive Sushi Pier Building.
5	18-Jun	P	0	General	Stakeholders often get more attention/power with suggestions than the general public; citizens/general public should come first.
	Kahle Dr./Rabe Meadows				
6	22-Jun	P	2	Safety	Traffic Signal Lake Village entrance
7	22-Jun	P	2	Bike/Trail	Extend bike path north from Round Hill Pines Beach to Zepyr Cove or further.
8	22-Jun	P	3	Safety	Roundabout or Traffic Signal at Lakeview Dr.(E) & Lakeshore Blvd.(W) intersection where crosswalk; safer for pedestrians
9	22-Jun	P	3	Safety	Turn lanes for those who live North Martin Dr area
10	22-Jun	P	3	Safety	N. Martin Dr. and Lakeview Dr. are unsafe, we need a traffic light
11	22-Jun	P	3	Safety	Exits from Zephyr Heights & Zephyr Knoll neighborhoods unsafe entrances need a traffic light
12	22-Jun	P	3	Safety	Turning into or out of Conference Center is really bad not safe (Zephyr Point Presbyterian Conference Center)
13	22-Jun	P	3	Parking	Should have No Parking SB Mason Ct. thru Greystone Way
14	22-Jun	P	0	General	Four Lanes are a must; do not remove any lanes; (new South Tahoe Events Center) convention center will increase traffic
15	22-Jun	P	0	Parking	Add parking off roadway
16	22-Jun	P	2	Safety	Round Hill Pines Entrance is dangerous
17	22-Jun	P	2	Parking	Add more parking so it is safer (referring to shoulder parking on 50)
18	22-Jun	P	2	General	The USFS road down to Round Hill beach is terrible lots of pot holes
19	22-Jun	P	3	Parking	Need Parking Management on highway, move off-highway
20	22-Jun	P	3	Safety	Warrior Way Traffic light is high priority
21	22-Jun	P	3	Safety	N. Martin Dr address with turn lanes for safety
22	22-Jun	P	3	Safety	Lakeview Dr address turn movements the west side has Pinewild subdivision their access is terrible. They have 105 units and Marla Bay has 300 units, this is terrible intersection can't see up the road. Lower speed limit to 40 mph
23	22-Jun	P	0	General	Need more NHP to enforce traffic and parking. Called it Murder Row
24	22-Jun	P	3	Bike/Trail	Extend bike path north from Round Hill Pines Beach to past Zephyr Cove
25	22-Jun	P	3	Crossing	Zephyr Heights pedestrian crossing activity is scary to cross, not good site distance
26	22-Jun		3	Parking	Get parking off the highway, people are walking in the traffic lanes
27	22-Jun	P	3	Crossing	No Roundabouts, they don't work with pedestrians, maybe one at Zephyr ok would slow traffic
28	22-Jun	P	2	General	Eliminate 4H Rd down to bikeway only Laura Dr. East to 50 and then eliminate 4H Rd West from Laura Dr. to Camp and run new access for 4H to Kahle. Then everyone is going out at stop light on Kahle Dr. and 50. GID owns road and is in favor. Kahle is to be widened with sidewalks.

29	22-Jun	P	0	General	Need real bike lanes on highway, bike path does not function for those going to work or to specific businesses. Bike lanes are better for e-bikes and Lime scooters.
30	22-Jun	P	0	General	More traffic, more speeding, Suggests 35mph speed limit and enforce it.
31	22-Jun	P	0	General	I get road lane reduction idea but don't know how you can balance highway traffic increases with bicyclist
32	22-Jun	P	0	General	Use the old wagon road (uphill-west) for bike path
33	22-Jun	P	3	Parking	Zephyr Cove parking on highway is out of control, relocate to off-highway lots even if it means paving paradise.
34	22-Jun	P	6	Safety	If I am on SR 28 and need to go east I turn right on 50 and turn around down at the Forest Service entrance to go back east on 50-traffic - backs up and it is unsafe.
35	22-Jun	P	3	Safety	Lincoln Park/Cave Rock subdivision is a real safety issue pulling out. 15 new homes are being built. Need to improve turn movements in and out.
36	22-Jun	P	3	Parking	From Mason Ct back to Cave Rock, make it no parking and a simple fix would be to put up No Parking Signs now where they are parking by bin walls. All other bin walls are signed No Parking.
37	22-Jun	P	4	Parking	Need to address parking at Logan Shoals vista, it is now starting to creep north of pullout. Can they park inside near restroom?
38	22-Jun	P	0	General	Need more NHP to enforce traffic and parking at Zephyr Cove
39	22-Jun	P	3	Safety	Presbyterian Conference Center turn movement is bad
40	22-Jun	P	0	General	I am open to a two lane highway in some sections with center lane for turning if it makes it safer to have less lanes and better turn lanes.
41	22-Jun	P	0	General	Support toll into basin if the money stays in the Basin to improve the parking, connectivity and solves the problem.
42	22-Jun	P	0	General	Problem with vacation home rentals like in Lincoln Park where there are 40 dwelling units, of those 7-8 are VHR but they advertise the sleep 10-20 people plus they have more housekeeping, plumbers etc., which means more cars than the average house which impacts traffic and the turning into our streets.
43	22-Jun	P	4		Lincoln Park subdivision binwall people are now parking there can it be signed No Parking? Other binwall areas are posted No Parking.Written Comment with Map and Photo provided. The overflow is from Cave Rock SP. There is no way for cars to exit the area w/o entering lane of traffic. The pedestrians are then walking in lane of traffic to park and they are walking in front of Lincoln Park and the ingress and egress to subdivision. They then are mixing and are walking down the entrance road to the State Park. This is a safety issue for both pedestrians and motorists. It impedes line of site along the curve and the subdivision-numerous crashes every year.
44	22-Jun	P	0	General	Public is using terms "Murders Row" "Suicide Way" "Death Point"
45	22-Jun	P	0	Safety	Center turn lane for lefts would be great
46	22-Jun	P	3	Parking	Parking along Zephyr Cove needs to be removed
47	22-Jun	P	2	Safety	Left out of Safeway is scary
48	22-Jun	P	2	Parking	People are parking at Safeway to go to the beach (walking in lanes or crossing issues)
49	22-Jun	P	0	General	Possible roundabouts at strategic locations
50	22-Jun	P	0	General	Reduce traffic if possible
51	22-Jun	P	0	General	Glenbrook to Stateline is in need of improvements in its entirety.
52	22-Jun	P	0	General	Far too many people along the roads
	Cave Rock State Park				
53	24-Jun	P	0	General	5 lanes (w with center turn lane)
54	24-Jun	P	0	General	Concerned with narrowing and emergency access
55	24-Jun	P	0	General	Frontage road for neighborhoods
56	24-Jun	P	0	General	Dangerous road.
57	24-Jun	P	0	General	Don't decrease Flow
58	24-Jun	P	3	General	Tow cars at Zephyr Cove
59	24-Jun	P	3	Safety	Light the new traffic light at Zephyr
60	24-Jun	P	4	Crossing	Lincoln Park ingress/egress issues with pedestrians walking to Cave Rock SP

61	24-Jun	P	4	Safety	Lincoln Park needs entry and exit lanes
62	24-Jun	P	0	Safety	Roundabouts where possible help traffic calming
63	24-Jun	P	0	General	High Speeds people don't go 45
64	24-Jun	P	0	General	Center divider from Spooner to Kahle with openings at left turns and lights
65	24-Jun	P	0	Safety	Lakeland Village (? Heavenly?) turn movement issue, accident Tuesday 6pm
66	24-Jun	P	0	General	Evaluate the route, concerns with road diet (referred to Town Paradise fire) reducing it for bike lanes are you creating evacuation issues?
67	24-Jun	P	0	Safety	No Roundabouts, Europe is reversing theirs.
68	24-Jun	P	0	Parking	Like off-highway parking with free shuttle
69	24-Jun	P	2	Parking	More Parking at Kahle trailhead
70	24-Jun	P	4	Safety	Boater from Idaho - I like this boat ramp, come often, the weekdays are generally Ok but weekends the left turn pocket is not long enough heading NB.
71	24-Jun	P	4	Safety	Boater from AZ - coming from Stateline NB it is not signed to let you know that the turn is coming up and Siri doesn't warn you, we had to slow way down in outside lane to abruptly get over as we could see tunnel ahead and didn't know if we could turn a boat around.
72	24-Jun	P	4	Safety	Boater from CA - I am a long haul trucker and we come here a lot. Weekdays it is easy to launch but weekends are messy and safety on highway is an issue. We generally are coming from Stateline NB but there are no warning signs on either side of Cave Rock that long truck trailers are turning 'x' feet to boat ramp. It should be before tunnel SB and way before the NB turn pocket.
73	24-Jun	P	4	Safety	NV boater comes 20 times a year (lives in Zephyr Cove) - Queuing on the highway is bad, NB in turn pocket needs longer center turn lane and warning about traffic ahead.
74	24-Jun	P	3	Safety	Zephyr Cove Resort area is the most dangerous area, left turns are impossible and SB is scary too. Need right turn lane into resort.
75	24-Jun	P	0	Safety	I'm in favor of roundabouts if safe; have traffic lights timed (sync)
76	24-Jun	P	0	Parking	Parking in No Parking Zones should be ticketed, not being done.
77	24-Jun	P	4	Safety	Logan Creek Rd area - do we know the ROW? Concerned about the left and right turns with no center turn lane or right lane. People don't do the speed and it is on blind curve. There are about 21 homes with some buildable lots above, more traffic and it is dangerous now.
78	24-Jun	P	0	Bike/Trail	In favor of getting trail built, would like to see the section done from Round Hill to Cave Rock done soon as possible. It is scary watching families walk in high-speed traffic.
79	24-Jun	P	0	General	Public land is OUR land, all of us! One death is to high of a price. We need to use those for improvements like parking, or turn lanes, or winter snow removal.
80	24-Jun	P	0	General	They did a nice job with SR 28 path and parking and No Parking Zone. We need something like that.
81	24-Jun	P		General	What about Skyride technology to get around Cave Rock?
82	24-Jun	P	2	Parking	What about only electric vehicles at Roundhill Pines Resort parking?
83	24-Jun	P	4	Bike/Trail	Go around the outside of Cave Rock with pier.
84	24-Jun	P	0	General	Consider (k-rail) divided highway for safety maybe on curves that are dangerous.
85	24-Jun	P	3	General	Ok with 2 lanes in some areas for safety like maybe from Zephyr Cove resort through curves to where crosswalk is. It is so dangerous in that section. The Confernce Ctr point area is most dangerous then Emerald Way area (Zephyr Cove Assoc. area) then the Heights.
86	24-Jun	P	0	General	High Speed Ferry would help get people from driving around the lake.
87	24-Jun	P	3	Bike/Trail	Separate bike path from end of Kahle path to Zephyr Cove
88	24-Jun	P	0	Safety	Frontage road for neighborhoods
89	24-Jun	P	0	General	4 lanes with center turn lane, 5 total Glenbrook to Stateline
90	24-Jun	P	4	Safety	Turn movements at Logan Creek
91	24-Jun	P	0	Bike/Trail	Bike Safety (lanes?)
	Zephyr Cove Park				
92	24-Jun	P		Safety	Would Like deceleration NB lanes with center turn lane for residential areas and same for SB turn lanes or decelerations lanes.

93	24-Jun	P		Safety	Presbyterian Conference Center turning needs to be fixed.
94	24-Jun	P		Safety	Emerald Way entrance needs turning lane and entry lane going south
95	24-Jun	P		Safety	Why does Warrior Way get a traffic light and Zephyr Heights doesn't?
96	24-Jun	P		Safety	There needs to be a center barrier in some places like curves
97	24-Jun	P		Safety	I'd like it (highway) safer in places, you could widen and if it is 2 lanes in certain places what are we sacrificing in time and safety?
98	24-Jun	P			I want a bike lane from Cave Rock to Stateline.
99	24-Jun	P			There is no SB turn lane for Zephyr Cove resort- cars queue on highway.
100	24-Jun	P			There should be No Parking on Highway but the fair thing is to provide off-highway parking.
101	24-Jun	P			Cave Rock hike to top should be looked at, they are parking on neighborhood streets and getting in and off highway is unsafe.
102	24-Jun	P			Cave Rock add center divider to make it safer.
103	24-Jun	P			The commercial kayak rentals provide shuttles with rental equipment to Cave Rock but if you are private, you don't have an option to get to Cave Rock with a shuttle and your own equipment. That needs to happen(there are only 11 spaces for non-boats)
104	24-Jun	P			Increase NHP enforcement for highway.
105	24-Jun	P	3	Safety	Zephyr Heights - people go too fast on 50, you take your life in your hands . Lake Village is 35mph, why can't Zephyr Heights be the same; there can't be more accidents (at Lake Village).
106	24-Jun	P	3	General	More enforcement by Sewer Rd.
107	24-Jun	P	3	Safety	I don't think 2 lanes will work, they say there is no room to add lanes but it would be nice to have turn lanes.
108	24-Jun	P	3	General	Bourne Meadows curve is dangerous.
109	24-Jun	P	3	Transit	USFS Concessionaire should provide shuttle from Warrior Way to parking (they are making the money off entry)
110	24-Jun	P	3	Parking	Use school parking lots and pay them for security; more expensive but less than doing remote parking.
111	24-Jun	P	0	General	Safety barrier between lanes from Spooner to Glenbrook
112	24-Jun	P	6	Bike/Trail	Pedestrian/bike lane Spooner to Glenbrook should be added to south side of highway so that it is separated from old Highway 50 entrance to Glenbrook.
113	24-Jun	P	0	General	Leave Hwy 50 4 lanes and bicylces do not pay for our roads.
114	24-Jun	P	3	General	Speed limit Stateline to Skyland should be reduced to 35 mph with flashing sign posting car's current speed.
115	24-Jun	P	3	Safety	Entrance to Roundhill either relocate or build turn lanes in and out.
116	24-Jun	P	3	Safety	Build SB right turn lane to stop queuing on highway in right lane.
117	24-Jun	P	3	Parking	No Parking along Zephyr Beach, people walk out in travel lanes, young children run out onto highway, people make U-turns to get to parking spot
118	24-Jun	P	3	Parking	Relocate parking (Zephyr) to parking lot built at the Intersection of 50 and Warrior Way
119	24-Jun	P	3	Safety	Put a stop light at Warrior Way with crosswalk
120	24-Jun	P	3	Safety	Exit out of Zephyr Heights, north entrance at Martin Dr., needs better site distance for traffic coming from south. Perhaps cut out the rock blocking much of the view.
121	24-Jun	P	3	Safety	Build a turn lane from 50 , heading south, onto Martin
122	24-Jun	P	3	General	Do not reduce 4 lane traffic between Stateline and Spooner
123	24-Jun	P	3	General	2017 NDOT meeting did not go as planned. No root cause analysis of accident data was presented or apparently conducted only the assertion that 2 lanes would be safer than existing 4 lanes. This didn't make sense to the participants.
124	24-Jun	P	3	Bike/Trail	While bike lanes would be an improvement, losing 2 lanes of traffic is not a reasonable tradeoff. The bike/ped path Incline to Sand Harbor would be a much better model.
125	24-Jun	P	0	General	50 suffers from severe traffic congestion during peak summer weekends, ZC, RH, NV Beach, reducing the lane count and adding roundabouts at these congested areas was preposterous.

126	24-Jun	P	0	General	Cyclist at the meeting relayed their objections to roundabouts stating that traffic lights are safest for cyclists.
127	24-Jun	P	3	Parking	Zephyr Cove resort managers should be compelled to solve the problem of shoulder parking on 50 with on-site parking and the kiosk backup of cars onto the highway and not leave it to NDOT.
128	24-Jun	P	3	General	Recommended that NDOT work with USFS, Douglas County, Aramark etc., to come up with real solutions similar to the Incline bicycle/ walkway.
129	24-Jun	P	0	General	TRPA unveiled a transportation plan which "planner encourage biking, walking and transit through new projects and programs" Sounds like the right approach and NDOT should be a part of this.
130	24-Jun	P	2	Safety	Roundabout at SR 207 and US 50
131	24-Jun	P		Safety	Add light at Lake Village
132	24-Jun	P	3	Safety	Improve access to Zephyr Heights and Zephyr Pt
133	24-Jun	P	2	Safety	Access to Round Hill Pines is very dangerous regardless of point of entry
134	24-Jun	P	3	Safety	Add Turn lanes for Martin Dr.
135	24-Jun	P	3	Safety	US 50 would be better if turning into either Martin or Lakeshore wasn't a death wish.
136	24-Jun	P	3	Safety	ZC Resort to Elks Point traffic is too fast to enter from businesses. It would only require restriping, cheap and immediate solution even if it is only temporary.
137	24-Jun	P	3	Safety	Pulling in or out of commercial area is extremely dangerous!!! No good line of site. Speeding is excessive 65 mph at times. No turn lane!
138	24-Jun	P	3	Safety	The (ped) crossing at Marla Bay should be a traffic light, too dangerous to cross, would slow traffic around Zephyr Point.
139	24-Jun	P	3	Safety	Left turn into Emerald neighborhood is dangerous
140	24-Jun	P	0	General	Improve enforcement of speed limits
141	24-Jun	P	3	Safety	Zephyr Shoals illegal U-turns on 50
142	24-Jun	P	3	Safety	Improve turning onto Emerald or out of Church (Presbyterian)
143	24-Jun	P	3	Safety	Roundabout at Warrior Way
144	24-Jun	P	3	General	Take advantage of Dreyfus and put in bike trail, parking, restrooms
145	24-Jun	P	0	Transit	Transit with reasonable headways between Glenbrook and Stateline
146	24-Jun	P	0	General	50 would be better if it was reduced to 3 lanes, you could use moveable bollards to adjust peak flows (e.g., Caldecott Tunnel). Provided bike lane.
147	24-Jun	P	0	General	Add center barrier in high incident/accident areas
148	24-Jun	P	3	General	Single lane each side from Safeway to Warrior Way would be helpful especially around commercial and residential areas/zones.
149	24-Jun	P	0	General	Lane #'s were reduced east of Elks Pt. East Bound 12' ; Center turn lane;; WB 12' with Bike 12'
150	24-Jun	P	0	Bike/Trail	Separate bike trail would be great where possible (USFS)
151	24-Jun	P	3	Parking	No highway parking for beach Tall Pines Cove Ln Graystone Way area
152	24-Jun	P	3	Bike/Trail	No Bike Path thru neighborhoods (sticker by Skyland)
153	24-Jun	P	0	Parking	No Parking on side of Highway
154	24-Jun	P	0	General	SZS ? Were implemented (maybe SEZ or Stormwater improvements it was general comment)
155	24-Jun	P	0	General	50 would be better if there was no shoulder parking, add intercept lots
156	24-Jun	P	0	General	Would split highway work? It would help with emergency access and evacuations (putting through traffic uphill and around to Loop Road)
157	24-Jun	P	4	Parking	US 50 would be better if there were No Parking signs on west side from Lyons Ave to top of hill, cars are parking here and it is very dangerous.
158	24-Jun	P	4	Bike/Trail	US 50 would be better if there were a Cave Rock bike lane or bike tunnel.
159	24-Jun	P	3	Safety	50 would be better if there were NB left turn lane into Marla Bay.
160	24-Jun	P	6	Parking	US 50 would be better if any new parking near Spooner is on south side of highway, maybe near maintenance facility.
161	24-Jun	P	6	General	Continue Lane barriers from summit down to Glenbrook
162	24-Jun	P	6	Safety	28 & 50 -this is a dangerous intersection
163	24-Jun	P	6	Bike/Trail	Add a bike lane to this stretch - Spooner to Cave Rock but on the decent side (it said south side decent side but decent is on north)
	Kahle Community Center				

164	26-Jun	P	2	Safety	People die here, move entrance - turn lanes (arrow at Round Hill Pines Beach)
165	26-Jun	P	3	Safety	At Marla Bay we need signal turn lanes, speed indicator signs, better signage. It is dangerous to turn there!!!
166	26-Jun	P	3	Safety	Lots of rear enders at Zephyr Pt or Conference Pt and they are always bad.
167	26-Jun	P	3	Safety	Add K-rail (sticker Emerald Way area thru curves SB) No left turns make people turn around at traffic lights, add light at ped crossing (seems to indicate turn around at Zephyr light and new ped light)
168	26-Jun	P	3	Parking	Get parking off the highway.
169	26-Jun	P	3	Bike/Trail	Look at pedestrian safety, extend the path, there are cars like I have never see before.
170	26-Jun	P	0	Parking	Please get cars off the road in all areas. No beach parking on the Highway.
171	26-Jun	P	3	Parking	Parking all along ZC opening doors into slow lane, drunk people stumble into the road, dogs, kids drifting into lanes and running across highway.
172	26-Jun	P	3	Safety	Turn lane for homes at Tall Pines very dangerous to pull in our out of a single lane entry. About 15 homes
173	26-Jun	P	0	General	Deadman's curve, more accident's here than Conference Pt. (sticker on curve south of Cave Rock)
174	26-Jun	P	0	General	Enter and Exit Cave Rock boat launch, people parking crazy running across
175	26-Jun	P	0	General	Accidents north of Cave Rock seem to be speed related or ice coming out of tunnel.
176	26-Jun	P	6	Safety	Traffic circle at 50 & 28 intersection; more traffic calming
177	26-Jun	P	0	General	Add left acceleration lanes out of all subdivisions
178	24-Jun	P	3	Parking	Douglas County owns a large portion of land next to the fire station on Warrior Way, why can't we make that a metered parking lot and add an under ground walkway to Zephyr Cove beach? Scott Morgan has started a cost analysis for this already.
179	24-Jun	P	2	Safety	Add a left acceleration lane out of Safeway
180	24-Jun	P	0	General	Make US 50 a recreation corridor and add a bypass lane from Kingsbury to Spooner for through traffic, fire and emergency efforts.
181	24-Jun	P	0	Bike/Trail	Add bike lanes
182	24-Jun	P	0	Parking	Need better parking options
183	24-Jun	P	0	Parking	Can we have weekday only commercial parking lots open their parking to the public during the weekends?
184	24-Jun	P	0	General	Can we use school busses that are just sitting in the summer as shuttles for beach goers?
185	24-Jun	P	2	Safety	On Elks Ave there need to be a right lane for the residents to bypass the congestion created by beach goers.
186	24-Jun	P	0	Bike/Trail	Bikes should be off-highway. We use to get 3-5 bike accidents per week in summer and now traffic is 10 times what it use to be.
187	24-Jun	P	0	General	Need more NHP to keep people within speed limit
188	24-Jun	P	3	Safety	Need to add a right turn lane into ZC resort, they can get 10-30 cars in the #2 lane lining up at 7am and it goes on all day.
189	24-Jun	P	2	Safety	Add turn lanes for Round Hill Beach
190	24-Jun	P	0	Parking	TRPA and USFS have not allowed enough parking in the beach facilities so people can get off the highway.
191	24-Jun	P	3	Parking	ZC charges $40-$80 to park, it should be reasonable. It is creating a problem putting more cars out on highway.
192	24-Jun	P	3	Safety	Add Turn lanes Marla Bay/Lakeview/Zephyr Heights, Presbyterian Conference Ctr there is room to do it; get it done.
193	24-Jun	P	4	Safety	Cave Rock area south need to add turn lanes for Cave Rock Rd area and Lincoln Park the only way to fix it.
194	24-Jun	P	0	General	They plow 28 first before 50 yet the more people travel 50, especially weekends
195	24-Jun	P	0	General	Can't make it one lane each direction, there is too much traffic.
196	24-Jun	P	0	Parking	Do No Parking Zones like 28.
197	24-Jun		0	Transit	Buses would be a great answer, buy a ticket for day and go anywhere.

198	24-Jun		0	Transit	Transit currently not coordinated, nobody know what the other one is doing. Needs to be seamless.
199	24-Jun		0	General	Transportation connectivity between parking, path system and transit to make it work.
200	24-Jun		3	Parking	Sewer Rd is good option
201	24-Jun		0	Transit	Need to shuttle people from parking areas to beaches
202	24-Jun		0	General	Kids go back to school 3rd week in August so school parking lots may not be available during certain times of year.
203	24-Jun		0	General	Get rid of bike riders
204	24-Jun	P	3	Bike/Trail	Skyland needs a new fence, proposing a prefab cement fence put on a berm. This could provide a 10 foot emergency parking area which could be used for bike path, removing the bikes from highway. It would provide better visual for scenic corridor and bring noise level down in Skyland to the point NDOT would be free from having to legally do more extensive work on 50. Bike riders should have barrier separating them from traffic.
205	24-Jun	p	0	Bike/Trail	There will be objection to a 2 lane highway to add bike lanes for a small number of users.
206	24-Jun	p	0	Bike/Trail	If you narrow the lanes to 10 ft to add a bike lane, this demands more driver attention on a scenic road and seems inappropriate.
207	24-Jun	P	0	Bike/Trail	Widen 50 with a shoulder to provide a dedicated bike lane where possible, could be an area for emergency parking; seems desirable because it could be use by both cars and bikes
208	24-Jun	P	0	Bike/Trail	Construct a light weight bike path on the edge of 50, keeping cars and bikes separate where needed; seems it would be supported by public because it remove the danger of bikes on 50.
209	24-Jun	P	0	Bike/Trail	It seems that multiple solutions for both cars and bikes are needed because of the highway is so diverse.
210	24-Jun	P	0	Bike/Trail	There are locations along the highway where the existing highway could be moved toward the hillside so there would be room on the Lakeside to make road improvements for cars and bikes.
211	24-Jun	P	0	Bike/Trail	Where there are steep slopes and no room, build a light weight bike path that cantilevers.
212	24-Jun	P	0	Bike/Trail	There are areas it may be impractical to do anything but put bikes on road like the tunnel. It may be possible in these areas to go to one lane seasonally using temporary plastic poles.
213	24-Jun	P	0	Bike/Trail	Another option is sensors by the road and on the bicycles that electronic signs would then alert drivers of a bicyclist ahead, especially the group riders.
214	24-Jun	P	3	Safety	Presbyterian corner 3 roads enter the highway on turn, safe access is a problem. Ice makes it worse.
215	24-Jun	P	2	Safety	Round Hill Pines Entrance is dangerous, need to widen the road, visibility is poor.
216	24-Jun	P	3	General	Turn at Bourne Meadows ice forms across the road because water runs across the road need to fix.
217	24-Jun	P	3	Crossing	Pedestrian crossing (Marla Bay) people are in the shade, it is an optics problem may need to have light.
218	24-Jun	P	3	General	Install k-rail on Presbyterian Corner it may be a necessary evil to reduce this one segment of highway to 2 lanes.
219	24-Jun	P	3	Parking	Cars parked on shoulder of highway in the Zephyr Cove area is dangerous. Remove parking to off highway parking there were 160 cars parked in this segment on a moderately heavy day; look at Warrior Way or nearby areas for off-highway parking
220	24-Jun	P	3	General	Just south of Skyland on the downhill where slight left in road at bottom is an area where water collects and accidents happens. When the road is repaved they should look at this area.
221	24-Jun	P	4	Safety	Upper Lakeridge is awkward location with several side streets merging might want to collect them to one single entry exit on to 50.

222	24-Jun	P	0	Transit	Seems most of the seasonal traffic is from either the Carson Valley or San Joaquin valley need to provide transit service or provide an elevated light weight rail system.
223	24-Jun	P	0	Transit	Commuters provide practical bus stops and parking areas so they can take the bus to their job at the Lake.
224	24-Jun	P	0	General	Locals often go to Carson to shop we should encourage them to stay in basin with cheap free parking.
225	24-Jun	P	0	Transit	For tourist, provide incentives to park their cars and use mass rapid transit; make it fun and convenient
	Survey Comments				
226		P	4	Safety	We live at 222 Lyons Ave which is across the Hwy from Lincoln Village. There is a crosswalk in place which is good to have but it is between two major curves on Hwy 50. There have been countless times when we are crossing that there is nearly an accident involving pedestrians and speeding cars. The cars come around both corners at 60 mph or more and rarely does anyone stop for the crosswalk. In fact they zoom around people in the crosswalk shaking their fists at them. My husband almost go hit just last Friday. It is extremely dangerous especially during the summer season. We would like to see a solar crossing light installed if at all possible before someone is killed in the crosswalk. A tunnel under the road would also be great but that sounds expensive. There have already been several wrecks near this crosswalk. Please take this suggestion into consideration.
227		P	0	General	Regarding the proposed changes to HWY 50. Keep the two lane road and build a bike path on the side, just like north shore. I realize this more expensive, but it's the right solution. I'm sure your traffic study shows significant increase in volume in the past decade, and considering the multiple decade solution proposed, two lanes will be needed in the future. Don't solve a problem today that causes a bigger problem in the future.
228	15-Jun	P	0	General	Don’t add traffic lights at more intersections. There are already too many. Traffic circles are better and help control speed. Outlaw parking directly on 50… it’s very dangerous! Add center dividers on more stretches. Outlaw left turns from side streets with limited visibility. Add left turn lanes where possible. Martin Drive is a death trap! Left turns into Zephyr Heights are both really dangerous. If there was a traffic circle within reasonable distance I would never turn left.
229	15-Jun	P	3	Safety	Dangerous turn into and out of Tahoe Glen Drive and all of Cave Rock left into Hwy 50
230	16-Jun	P	4	Safety	Please make it safer to exit/enter US50 from the Zephyr Heights community.
231	16-Jun	P	4	General	The excessive speed of traffic from Spooner Summit to Zepher Cove - usually 10 MPH over speed limit. Please consider a concrete median from Spooner to Cave Rock. Parking along Highway at Zepher Cove beach area very dangerous to pedestrians on both sides of the highway
232	16-Jun	P	1	General	It would be good to increase connectivity with Spooner Summit and the new Stateline Bypass road.
233	16-Jun	P	4	Bike/Trail	Extending Tahoe Trail to Zephyr Cove seems like it should be a major priority with more parking available near state line.
234	16-Jun	P	0	General	I have to drive this regularly, and every time you DoT folks get energetic about “improving” roads that work fine or “fixing” problems that don’t exist, my commute gets less pleasant. You don’t need to use your imaginations and reimagine paradigms or whatever. Just do maintenance and leave otherwise functional and pleasant drives alone. Leave it alone.
235	16-Jun	P	3	General	Ingress egress at the aces road to Lincoln Park subdivisions.

236	16-Jun	P	2	Parking	Make better/expand parking for Cave Rock, please.
237	16-Jun	P	0	General	Roundabouts or loss of lanes will result in more accidents, congestion and hinder emergency vehicles. Use adjacent land not highway for parking
238	16-Jun	P	0	General	PLEASE PUT STOP LIGHTS Along EVERY Intersection ON HIGHWAY 50!!!
239	16-Jun	P	4	Safety	Light at 50 and warrior way
240	16-Jun	P	6	General	Please slow down traffic on Kingsbury Grade too!! Or stop allowing CA plates on the NV side of the lake and all will be well!!!
241	16-Jun	P	4	General	Warrior way needs a light
242	17-Jun	P	0	Safety	Limit speeds of trailers. A friend of mine was clipped by a boat trailer and was almost knocked off his bike
243	17-Jun	P	0	General	Speeding is rampant. Turning into and out of side streets is extremely hazardous.
244	17-Jun	P	0	Parking	Parking to access the lake and it's surrounding disbursed public lands need to be maintained. Public agencies and non-profits have spent lots of funding and time acquiring land around the lake and access needs to be maintained and improved. Transit does not provide families reasonable access to the lake to carry kids and gear to enjoy lake. Please, please, don't take away road side parking without constructing disbursed parking areas. Yes safety is an issue, but can be addressed with Complete Street type improvements to allow folks to cross the road safely and to unload. Popular beaches is one way to enjoy the lake. Disbursed native areas also provide lake access to be enjoyed.
245	17-Jun	P	4	General	The safe entrance/exit of residents and visitors to Marla Bay, Zephyr Heights, and Presbyterian Conference Grounds is of high concern. SO MANY accidents (and a few deaths) have occurred there over the years due to the speed of traffic, inattentive drivers who rear-end those waiting to turn, overly-aggressive drivers who believe they own the road and those of us who LIVE there just trying to turn onto the highway (or come home) to go to the grocery store are in their way!! We need a safer entrance/exit solution from/to the highway. I have personally had drivers approach me at high speed (who came around the Presbyterian Conf. Ground point) as I was turning southbound onto the highway. Sometimes, the traffic is so bad that if I need to turn northbound across traffic (from Marla Bay) I turn southbound, drive to the Safeway parking lot and pull a U!! Also, if coming home from Stateline, I will pull into the Safeway parking lot, wait for the Elk point Light to turn red and stop southbound traffic before proceeding north to the Marla Bay entrance. This is ridiculous that I have to do that to stay safe!!! I'm tired of commercial and residential areas north of us (who, by the way already have their own safer ingress/egress options) disregard the safety and wellbeing of their neighbors to the south for their OWN selfish convenience!! I say immediately change the speed limit to 35 MPH from Zephyr COVE to Stateline and make it a "double fine zone" like is done in construction zones. How many more have to die so that the limo's and tourbusses take 5 minutes less to get to their destination??
246	17-Jun	P	0	Parking	Like a lot of other people I'm guilty of parking curbside to avoid fees, but this should be banned because it creates unsafe driving conditions and congestion. I think a separated bike lane should run all the way up to spooner, like the one from Incline to Sand Harbor — it would get a ton of use, reduce traffic, and should be the #1 priority
247	17-Jun	P	0	Parking	On highway parking is a huge concern. Also dangerous if there is a biker on the roadway as there is no shoulder and you need to pull over to the other lane but because the highway is windy you don't always see the biker until the last minute. Cars drifting over the center line is also a high concern of mine.
248	17-Jun	P	0	Bike/Trail	continue with the bike path on the east side- most everybody would support it and it improves safety and reduces parking concerns. Also consider a greater police presence due to common car break-ins.
249	17-Jun	P	0	General	I think it is fine the way it is.

250	17-Jun	P	4	General	Zephyr cove is the scariest area with cars parked on the highway; especially when bicyclists are also trying to navigate around the parked cars along with cars driving on the road.
251	17-Jun	P	0	Parking	Over tourism, to many people on roads that were not designed for it. There should be NO on highway parking. There should be no left hand turning without a designated turn lane.
252	17-Jun	P	0	General	This questionnaire lists "Safety improvements" and "Bicycle/pedestrian facilities" as though they're mutually exclusive items, when they're actually closely related items.
253	17-Jun	P	0	General	We rarely frequent the local areas on the weekends because of the crowds.
254	17-Jun	P	0	General	How many people have died on this road ? Speeding, drunk driving, lack of sanding on dangerous curves, poor snow removal, lack of police enforcement. Solutions are years overdue!!!! a 50 year resident
255	17-Jun	P	0	General	Please keep this a 4-lane road. Taking away travel lanes will NOT reduce traffic, just increase congestion and make people drive crazier than they already do. Please, no more roundabouts.
256	17-Jun	P	5	Parking	more parking at Kahle park
257	17-Jun	P	0	General	Left hand turns onto and off 50 feel extremely dangerous
258	17-Jun	P	4	Crossing	Again, as stated above, entering/exiting Marla Bay and walking across the street. The new pedestrian warning light flashers are not very effective. Most drivers do not stop, and the lights are difficult to see during certain times of the day. When turning onto Lakeshore going east, it is scary. Drivers are coming from Zephyr Cove at a fast clip because of the downhill, those on the way to Zephyr Cove have started to increase their speed rapidly because of the hill. If they are not paying attention, those of us waiting for the traffic coming from zephyr are sitting ducks to be rear ended. You should try turning onto Lakeshore a few times over a few days, you will see what I am talking about. Make sure you keep one eye on you rreview mirror so you will be able to floor it in time!
259	18-Jun	P	0	General	Drunks from beach. Alcohol should be banned from beach. Too many road issues with impaired drivers. It is banned at Tahoe City beaches. Much fewer issues there related to impaired driving.
260	18-Jun	P	0	General	Pedestrians on US 50 during the 4th of July week in the area of Zephyr Cove.
261	18-Jun	P	0	General	Get the tourists off the side of the road
262	18-Jun	P	0	Safety	It can take ONE HOUR to travel from Incline Village to Spooner Summit in the summer due to congestion (Sand Harbor), roadside parking, shared use on the road (pedestrians and bikers), etc. DO NOT turn Highway 50 into the same problem....solutions much increase, not decrease, traffic flow through and around the lake area.
263	18-Jun	P	4	Safety	The turns at Zephyr Cove and Presbyterian Turn
264	18-Jun	P	0	General	Racing, speeding, congestion due to parking challenges. Incoming traffic challenges and risks. Please take a look at issues with Hwy17 from San Jose to Santa Cruz, CA!!
265	18-Jun	P	4	General	As noted above, the intersection of Lake Shore Blvd and Highway 50 is horrendous. No resident feels safe entering or leaving the highway at that intersection--many of us drive to Zephyr and make a U-turn or use the pullouts until traffic eases. We have also learned to never drive in the middle lane because the risk of an on-coming driver crossing the dividing line, or stopping in traffic to make an illegal turn, is higher than average. There is no way to safely bike along this section--although people risk it daily which makes driving even tougher. In the winter, we have an inordinate amount of tourists who don't know how to drive and don't observe the speed limit--we need a lower limit throughout the area and better enforcement.
266	18-Jun	P	4	Safety	Marla Bay & PineWild Condos entrance - it’s very difficult to make either a right or left turn from Hwy 50 due to high speed drivers, no turn lanes, and poor signage.
267	18-Jun	P	0	Safety	Left turns, entry from side street

268	18-Jun	P		Safety	During the 6 to 8 months when recreational sites are not heavily frequented, it is still unsafe to make turns in and out of some residential areas. This should be the first priority.
269	18-Jun	P	4	Safety	Lack of left turn lane into PineWild going north on 50 is treacherous
270	18-Jun	P	4	General	Traffic light and turning into Marla bay and PineWild condos.....terrifying to make that left hand turn heading north on 50 in the summer...also a light onto route 50 from zephyr cove elementary school and the county tennis courts
271	18-Jun	P	0	Safety	Highway 50 between Safeway and Zephyr Cove Lodge is one giant death trap. Please for Gods sakes fix it!!!!
272	18-Jun	P	4	Safety	There is no turn lane into Pinewild/Marla Bay Area. There also should be a merge lane onto Highway 50
273	18-Jun	P	4	Safety	marla bay needs left turn lane and traffic light zephry cove along highway needs to b a tow away zone with traffic control office on weekends
274	18-Jun	P	4	Safety	We live in Zephyr Cove and getting in and out of the community is very dangerous
275	18-Jun	P	0	Parking	Parking and access varies with time of day and date, difficult to provide for maximum usage every day People need to take responsibility for planning when they want to use the facilities
276	18-Jun	P	0	Parking	Eliminate parking along the highway by creating parking areas where people can access the recreation via foot or being shuttled in. Today, with the allowed parking, the conditions are a disaster waiting to happen. Someone is going to get killed and the blame will be on NDOT for allowing the parking to exist.
277	18-Jun	P	0	Safety	Safety is primary!
278	18-Jun	P	4	Safety	We're fortunate via inheritance to be property owners in the area. We understand NDOt's interest in beach access but ours is highway safety. It is so dangerous turning in and out of major areas, e.g., round hill, Marla bay, Presbyterian campgrounds etc We compliment you for doing this survey
279	19-Jun	P	4	Safety	I am an owner at Marla Bay. Lakeside dr is the road that turns into Pinewild & Marla Bay. It is dangerous to exit with no merge lane & entering with no turn lane.
280	19-Jun	P	0	Bike/Trail	The road is very dangerous. I would use a bike path into town if they were there.
281	20-Jun	P	0	Bike/Trail	No viable biking path across 50 even with e-bikes. No transit routes to popular hiking and no parking at trailheads beyond 5-10 cars (Skunk Harbor). Underutilized state parking lots - establish demand based pricing.
282	20-Jun	P	4	Safety	round hill entrance, warrior way entrance (safety improvement)
283	20-Jun	P	0	Parking	we need to balance the amount of parking along this cooridor. To many parking spots will result in over use.
284	20-Jun	P	0	General	Roundabouts are a good way to manage traffic without waiting for lights and they slow down traffic speeds. 50 in this corridor is very difficult to make any left turns and the traffic lights are miles apart.
285	20-Jun	P	0	General	Yes, most fatal accidents in the corridor involve impaired drivers crossing the center line. Increasingly, the concessionaires of the USFS beaches advertise alcoholic drinks as the reason for coming to their facilities. Round Hill Pines advertises to come to their bar for a "painkiller." ZC Sunset Bar has had 50-100 person drunken brawls break out this Memorial Day and last 4th of July. Then there are the casinos. No safety improvements or enforcement of rules will overcome this larger problem which is systemic and needs to be addressed. There are illegal fires and empty alcohol bottles strewn all over the beaches in this area routinely. USFS says they do not have the enforcement. Douglas County sheriff says Its not their jurisdiction on USFS land. Locals are putting out live fires 2-3 per week. NDOT is part of a larger system of agencies and land managers who need to take a hard look at what is actually underlying the lack of safety in this corridor. Throwing money at improvements in the road is not going to fix the underlying issues, although I appreciate and support your efforts in this regard.

286	20-Jun	P	0	Safety	Heading north on the Corridor, it is dangerous to turn left towards the Lake.
287	21-Jun	P	0	General	1) Zephyr Cove parking and pedestrians 2) Round Hill access 3) Spooner Summit interchange
288	21-Jun	P	4	Safety	The main gate area at Round Hill Pines. That needs to be completely redesigned. It always causes accidents...
289	21-Jun	P	4	Crossing	Entering and exiting Round Hill Pines, use of cross walks
290	21-Jun	P	1	General	Slip lanes for left turns out of streets/recreation areas that don't have traffic control. Re-work the intersection with SR-28, the left turn from 28 to 50 leads to accidents and a lot of near misses. During the winter the sled hill parking area needs something. Once the lot fills up, families walk across US 50 to get to the hill. I've also seen families walking down the shoulder of 50 to get to sled hill, and up the ramp from SR-28 south to 50 Westbound.
291	21-Jun	P	4	Parking	The Zephyr Cove, Roundhill Pines area are way out of control with crowding and the sheriff's office can't effectively police parking violations.
292	21-Jun	P	4	Parking	Zephyr cove needs more parking or affordable shared transportation, Presbyterian conference grounds and round hill pines need left hand turn lanes and possible no left turn when leaving.
293	21-Jun	P	0	Crossing	There needs to be better access to cross over 50 to get into residential areas.
294	21-Jun	P	4	General	Zephyr cove and round Hill pines are most packed with street parking
295	21-Jun	P	0	General	I am sure you will get many inputs asking for the speed limits to be reduced. I am totally against that as it will only make travel times longer and also encourage folks to become law breakers by traveling too fast for conditions. The main issue is education of the populace so they understand to slow-down when necessary and not to speed or drive after drinking alcoholic beverages.
296	21-Jun	P	4	Crossing	Left turns into Marla Bay are dangerous, crossing the highway at Marla Bay is dangerous.
297	21-Jun	P	4	Safety	Turning into Zephyr Cove Home owners association is very dangerous with no turn lane and cars traveling to fast .
298	22-Jun	P	0	General	As a local in Carson City, I typically go to Tahoe during off peak hours to avoid the crowds and traffic.
299	22-Jun	P	0	Parking	Parking and pedestrian traffic along the corridor have become increasingly more dangerous. People parking their cars within traffic lanes present a severe hazard. Generally, these same people have at least two wheels parked on loose soil which adds to the lake clarity issue. Those of us that completed BMPs at our own expense are left to wonder why we did when we see such egregious examples of poor outdoor stewardship from our visitors. We need to protect our precious jewel, Lake Tahoe for years to come. By limiting access to the Basin to a first come first serve basis, with limited parking, we solve the problem. Increase motor vehicle safety and reduce the environmental impact of humans on the area.
300	22-Jun	P	1	General	I think that a roundabout or flyover at the 28/50 interchange is vital for fast fire evacuation from the East shore and Incline Village. This intersection is no different from what it looked like 50 years ago. I see back-ups there in the summer from people going left from 28 onto 50 eastbound.
301	22-Jun	P	0	Crossing	make sure the pedestrian cross walks are well marked.
302	22-Jun	P	4	Safety	I've been a Zephyr Heights resident for 50 years. Egress from Zephyr Heights is very dangerous. Lakeview can't be used if there is any snow or ice and N. Martin/Lakeview has very limited visibility to the left. This, coupled with excessive speed have resulted in some very close calls over the years and it's getting worse.
303	22-Jun	P	4	Safety	Exiting Warrior Way is risky....and many of the drivers are high school kids!!!!! Round Hill Pines needs a safe entry and exit accessibly from both directions Zephyr Cove Highway parking should be eliminated Separation of traffic directions would be better in icy conditions
304	22-Jun	P	0	General	keep 4 lanes, eliminate street side parking, reduce speed.

305	22-Jun	P	4	General	Heard for years of need for a stop light at Warrior Way. Last winter, heard 2 projects were evaluated and scheduled for 2021 (1) Stop light at Warrior Way (2) New entrance to Round Hill Pines beach. With all the evaluations, planning, and decisions, why start again with a clean slate ? Take action based on previous planning, no need to start over.
306	22-Jun	P	0	Safety	Physical barrier in the center. Left turn pockets at major/busy side streets. Dedicated access lane for bicyclists would increase safety for both motorists and bicyclists. Speed limit/radar signs at more locations. Similar to existing sign westbound from Elks Point. Add traffic signal at US50 and SR28. Traffic gets backed-up Eastbound SR28.
307	22-Jun	P	0	Safety	Please consider a buffered center lane - more space between oncoming cars would make the roadway safer
308	22-Jun	P	4	General	Area from Zephyr cove to the Presbyterian camp is most important
309	22-Jun	P	0	Parking	Lack of Parking at resorts
310	22-Jun	P	4	Safety	The intersection at Lake Shore Dr. and Hwy. 50 in Zephyr Cove is very dangerous
311	22-Jun	P	0	Safety	I've been a full-time Tahoe resident for nearly 20 years, always residing in NV. When I lived in the Stateline/Roundill area, the highway safety issues weren't a priority--my commute was. However, I have now lived in the Cave Rock area for 14 years, driving up and down the highway on average 6 times a day. This is a lethal highway and I am filled with fear and dread every time I put my kids in the car. I've had more close calls than I can count, I hear sirens daily and I know multiple friends and neighbors who've been in accidents. I drive 50-55mph and am subjected to road rage almost daily with the average speed of 65-70mph. I cannot pull into or out of my neighborhood safely, despite taking all precautions. Residents from north of Skyland to Lincoln Park have to use the Hidden Woods turnout or the Cave Rock turning lane just to get home. I honestly and strongly feel that taking the road down to 3 lanes and providing a safe turning lane for all residential areas is the only solution that will save lives, and my kids lives are worth the 2 extra minutes to the commute. People argue this is a highway and needs to be 4 lanes, but most highways don't have the same amount of traffic, distractions, recreation that encourages impared driving and unsafe access to a high number of residential areas. Compare it to I-580 and we would need overpasses, merging lanes, etc... or just make it 3 lanes and solve most problems like the rest of the lake already has.
312	22-Jun	P	4	Safety	Just the issues in question 9 and the parking along the road for ZC Beach. Always afraid we are going to hit someone getting out of their car. Almost rear ended someone who darted in to a parking spot there real fast with no blinker just 2 days ago.
313	23-Jun	P	0	General	Limit visitor traffic into the basin. Tahoe is undeclared national park and many limit visitors. California and Nevada need a mutual basin transportation fee system to help support not only the roads, but pollution from roads (rubber, vehicle oils) that end up in the watershed when it rains, and general auto pollution that is killing trees along side the highway that increases the fuel loads and fire Hazard. It's time to bring bring the basin into the 21st century being sensative to residents and make visitors pay to travel in the basin. Funding... implement a toll. $10-25 day use and $25-50 weekly use for out of state (unless living in the basin or have a Nevada license showing address within 75 miles)... $100-150 yearly commuter and $50-75 yearly Resident pass
314	23-Jun	P	4	Safety	Please focus on improving safety coming in and out Zephyr Heights and ZCES and Whittell. I am considering moving away before my teenagers are driving age because of the dangerous roads. I don't want them to drive unless improvements are made. Thank you.

315	23-Jun	P	0	Parking	I don’t have a problem with parking as I plan to go places before the hoards roll in.. this is a big adjustment for me in the summer, but if I can’t enjoy Tahoe there is no point in living here... the wages certainly are no incentive. Parking on 50 all around the lake is a big safety issue, I dread going anywhere but work to home on the weekends... I understand people want free access to beaches but using and trashing facilities has to stop.. Tahoe’s over tourism ruins this beautiful place for everyone..
316	23-Jun	P	0	Bike/Trail	Would love to be able to access more of this route on foot or bicycle. I recognize this is not an easy or inexpensive endeavor. Parking along the route is sometimes downright death-defying. Any improvements will be noticed and appreciated. I would (and maybe others would as well) be willing to park at a "remote location" and take a shuttle bus to beaches, etc. on crowded weekends. What if this service was made available for just the 6-10 busiest weekends in the summer? How much of the traffic is made up of people driving around and around looking for parking?
317	23-Jun	P	0	General	We need more stop lights at cross streets.
318	23-Jun	P	4	Safety	Zephyr heights we need a light coming on to 50.
319	23-Jun	P	4	Safety	A traffic light is needed at the intersection of 50 and zephyr heights
320	23-Jun	P	4	Parking	Very dangerous roadway parking in front of Zephyr Cove Marina - needs to be a no parking area for the whole stretch
321	23-Jun	P	0	Safety	In winter we’re unable to use lakeview st by pine cone resort due to ice and sign that says don’t use because cars slide onto hwy 50. Only option is to use N Martin dr and it’s extremely dangerous! See above details. Please reference all the accidents and fatalities that happen every year at these 2 intersections!
322	23-Jun	P	0	Safety	Concrete barriers between northbound and southbound.
323	23-Jun	P	0	General	Don’t make Hwy50 a two lane highway. The traffic would be backed up in the event of an accident or FIRE danger, leaving the homes and businesses vulnerable. I’ve lived here 33 years, and the only thing I would like to see, is a flashing red light, requiring a stop, at the turnoff to Zephyr Heights onto N Martin Drive., from Hwy50.
324	23-Jun	P	0	Bike/Trail	Perhaps a two way bike path on the lake side, separated from a two lane highway with some sort of median on the mountain side and then a large round about at Spooner Summit as the 'T' is currently very dangerous. Thank you.
325	23-Jun	P	4	Parking	Parking along zephyr cove beach is an accident waiting to happen!!!!
326	24-Jun	P	0	General	We need all 4 lanes. We need all four lanes if there is a fire here How will we all get out with only 2 lanes. And we do not want roundabouts.
327	24-Jun	P	0	General	We do need seed limits lower in more populated areas. We need all 4 lanes and we don’t want roundabouts.
328	24-Jun	P			Recommend implementing a project similar to to the ones completed in North lake area, Incline to Sand Harbor. Most residents and tourists would like a bike or pedestrian way to circumnavigate the lake without a motorized vehicle, which would remove cars from the roads, improving air and water quality, and summer road rage.
329	24-Jun	P	2	General	Noise Abatement among the Glenbrook/Cave Rock four lane highway is urgent. The valley shakes with traffic noise. It's environmental pollution and dangerous for residents and wildlife. I've seen bear cubs stuck in middle of highway...deer etc. The Glenbrook area was not designed for high speed 4 lane highway. There are many ways this can be addressed. It's big environmental issue now.

330	24-Jun	P	0	Parking	Three or four additional parking spaces for non-motorized watercraft user could be created at Sand Harbor simply by moving the Handicapped spaces from the non-motorized area over to the two trailer spaces closest to the beach and re-striping. This would increase the number of spaces for non-motorized users by over 30% while only reducing trailer spaces by less than 3% (2 of approx 70). These spaces have been blocked for the last couple of years for park constuction storage anyway. It would also put the Handicapped spaces closer to the beaches and provide a safer road crossing to get there. The non-motorized spaces are full by 8am on all good weather days - but even the trailer advocates admit that those spaces only fill up on major weekends.
331	24-Jun	P	0	General	Overcrowding of beaches due to Highway parking. It's unsafe and people breach private beaches.
332	24-Jun	P	0	General	Slower traffic, barriers between traffic, light at zephyr heights
333	24-Jun	P	4	Safety	Light at Warrior Way
334	24-Jun	P	0	Parking	Parking at Nevada Beach and Round Hill Beach is usually unavailable. Street parking or Safeway parking is the unavoidable alternative.
335	24-Jun	P	0	General	Speed enforcement need to improve. Too many people exceed the speed limit. It is a constant problem.
336	24-Jun	P	4	General	High vehicle speeds between Roundhill and Zephyr Cove resort.
337	25-Jun	P	0	General	When the rockslide by Cave Rock occurred and traffic was reduced to one lane in each direction, I never once experienced a delay. Too many accidents and fatalities on this road. Four lanes of traffic does not work!
338	25-Jun	P	0	Parking	prohibit parking on the highway. Consider additional traffic lights
339	25-Jun	P	0	General	Maintain 4 lane highway for escape routes during forest fires
340	25-Jun	P	0	General	I did not make alternative transportation a priority as there are many ways to do this. some I would prefer. Others I would not use. Also I would much rather have US 50 be 45 mph from Spooner to Cave Rock and then have it slowed down until South Lake. maybe a lower speed limit, or round abbots, signals, or? I don't know if you do near miss studies. What I mean by this is installing cameras to see where there are are near misses, regularly. My sense is that turning left into Round Hill Pines and Lake Shore Blvd have lots of near misses. Its frightening.
341	25-Jun	P	0	General	Do NOT reduce travel lanes to two.
342	25-Jun	P	4	Safety	I think there needs to be a traffic light at the entrance to Zephyr Heights and Marla Bay. I also think that the speed limit should be lowered to 35 mph along the entire corridor as there are many turns on the road and entrances and exits to neighborhoods that are very dangerous when people are speeding. I also stated above that there should not be any roadside parking allowed along the highway corridor. If there needs to be offsite parking and shuttles to the beaches when their parking facilities are full then I would be in favor of that.
343	25-Jun	P	4	General	Just a thank you for the plan of putting in a signal at Warrior Way. Long overdue.
344	26-Jun	P	0	Parking	Visitors will park anywhere they have to. If designated parking areas are full for recreation areas, they are simply going to park illegally and take the ticket. Designated parking areas (pay or free) must be located adjacent to protected bike paths to recreation. Finally, the amount of traffic noise and pollution is unacceptable. I hear cars, trucks and motorcycles racing speeding on hwy 50 as early as 0500. I would gladly accept and longer travel times if it were safer than now.
345	26-Jun	P	0	General	NOISE ABATEMENT AND SPEED CONTROL. The traffic over the last 4 years has become increasingly worse. We suffer 24/7, the extreme sound of speeding vehicles and trucks airbrakes, polluted highway air and continual accidents outside our house and all along this stretch of highway. It is often difficult to get to work at Round hill as accidents block the road so frequently. When snow barriers build up on the sides of the roads the general traffic sound is reduced, but instead there are sirens for accidents all the time. It is dangerous to turn out or into our entryway. The noise is so bad we cant sleep with windows open.

346	26-Jun	P	4	Parking	Parking on the side of the road US 50 at zephyr cove / RH pines and driving thru that area. It’s terrible open car doors pedestrians crossing the road. Traveling thru the area by auto at a high rate of speed and coming around a corner / over the hill it’s dangerous
347	26-Jun	P	0	General	We dont want roundabouts and we like having all four lanes.
348	26-Jun	P	0	General	Less cyclists!!!
349	26-Jun	P	0	General	Do NOT reduce number of lanes in each direction. That will be a disaster. That’s it. It’s Highway 50! It needs 2 lanes each direction!!!
350	26-Jun	P	2	Safety	Stop lights needed at lake village, left hand turn lanes needed up and down 50
351	26-Jun	P	4	General	Marla Bay has 238 residences on the lakeside and an additional 20+ on the opposite side (Zephyr Heights). At this intersection there are two busy restaurants and a motel. Yet we have no turn lanes and a 45 mph speed limit. Very treacherous area for residents to turn. We need turn lanes, reduced speed limit, digital speed indicators, better signage and consistent police presence. Thank you!
352	26-Jun	P	0	General	Mostly the SPEED PROBLEM.
353	27-Jun	P	0	General	Fix the bike path/sidewalk in front of Edgewood, between Kahle Drive and the casinos. It's deteriorated into a gravel path with random utility pits. The Stateline to Stateline Bikeway is crucial. I've almost been run over multiple times just trying to get to Zephyr Cove from Stateline, and I refuse to jeopardize my life anymore by riding on the road. In the summer I can ride dirt trails, but in winter I have to drive. The bikeway MUST be grade-separated. A white line doesn't deter inattentive drivers. Furthermore, bikeways need snow removal in winter: I don't stop needing groceries or the post office because it's snowing! The existing segment from Incline to Sand Harbor is amazing, and we need more like that. Connecting Skyland and Zephyr Cove with Stateline should be the first priority. If there is to be transit on the US50 corridor, it NEEDS bicycle capacity. Two bikes per bus (= 2 bikes per hour) is a cruel joke and makes it impossible to depend on getting on the bus, which means it's useless. ("Hey boss, I can't go to work today because the rack is full") Buses need a TRAILER with at least 12 bicycle capacity, preferably 20, and a prepaid reservation system so people can depend on getting where they need to go. The Transportation Plan itself says that "bicycles are the most preferred mode of travel in the Tahoe Basin." I've been telling the TTD this for ten years...but every time I make headway the person responsible leaves, and the people remaining all tell me that "we're not in the business of transporting bicycles" (direct quote), meanwhile lamenting that the farebox recovery ratio is under 5% and they wish they could change that. Service has been cut and cut because they can't get anyone to ride the bus. After ten years of being randomly denied boarding at all hours and days and seasons (and having anti-bicycle bus
354	27-Jun	P	6	Parking	I feel we need allot more parking in the casino areas. With the event center going in parking is a huge issue (not very well thought out).
355	27-Jun	P	0	General	Bike & pedestrian lanes should not be routed thru residential communities. Highway 50 should be reduced to 2 lanes in this corridor, with a center turn lane which would provide ample space for a dedicated bike and pedestrian lane. It would also slow traffic speed which is critical. Dedicated bike & pedestrian lane should be separated from auto lanes via attractive barrier.
356	27-Jun	P	4	Safety	Southbound Hwy 50 downhill near Round Hill is very dangerous when there is snow and ice. Pedestrians need a safer way to cross Hwy 50 from Warrior Way to access Zephyr Cove Beach. Build better pedestrian/bike crosswalks, over or underpasses across Hwy50 near popular sites. Save lives!

357	27-Jun	P		General	When planning for the future, many agencies underplan. Therefore, when the improvements are finally completed in 10-20 years, the changes are still not adequate for the larger population and increased demand. Try to avoid making that mistake, and utilize national forest lands for expanded parking lots, etc.
358	27-Jun	P	0	General	Traffic signals. Keep two lanes both directions.
359	27-Jun	P	0	Safety	If you have been surveying the area, it is pretty clear the potential for T bone accidents, car vs people accidents, illegal parking and people walking along the highway. bikers in all these situations are in great peril as well.Reduced speeds help somewhat, but honestly not enough.
360	27-Jun	P	3	Safety	There is a huge pothole at the entrance of Lincoln Park Circle
361	28-Jun	P	0	General	Please prioritize the environment and natural features in any planning. These are our greatest long term asset and must not be sacrificed to enable increased human traffic.
362	28-Jun	P	4	General	We live in Zephyr Heights - 1) There is no safe way out of the neighborhood due to high speed/high traffic on Hwy 50. We need traffic lights installed at both exit intersections. The exit at Lakeview Dr in front of Pine Cone resort is a sheet of ice in winter - something needs to be done to bring the residents onto the road more safely 2) Several sections along this corridor should have a divided highway. Too often we see drunk drivers, distracted drivers (on their phone, looking for directions, lost), bad drivers, and incidents due to the conditions (snow/ice) ..... the opposing traffic crosses the center line 3) We cannot cross Hwy 50 safely anywhere near the community to access the closest lake entry point (Round Hill Pines bike path starting point) 4) The start of Round Hill Pines bike path which is access for our community from here to South Lake Tahoe via non-motor means does not have parking.
363	28-Jun	P	1	Safety	Access for references to Elk Point due to street parking for Nevada Beach. Relocate access to Round Hill to improve sight lines.
364	28-Jun	P	4	Parking	Beach parking around the schools on Warrior Way when the schools don't get out for summer break until mid-June. Access to schools when traffic is going highway speeds. Finding parking at recreation sites.
365	28-Jun	P	4	General	Amount of Accidents at the North Martin access point, Lakeside almost impossible in winter forcing residents to use the dangerous access.
366	28-Jun	P	4	Safety	The turns off of Highway 50 into Marla Bay and old Zephyr Cove must be made safer. Please enforce the speeding laws and stop people parking along the highway. Our community needs your help.
367	28-Jun	P	0	Bike/Trail	Bicycle lanes would be nice
368	28-Jun	P	0	Safety	Speed, visibility and left turns off 50 and onto 50. Drivers are not paying attention and driving too fast. Need dedicated left turn lanes turning off 50.
369	28-Jun	P	0	Bike/Trail	Widen the east shore and connect the bike path from sand harbor to round hill.
370	28-Jun	P	0	Safety	Mainly safely entering and exiting streets onto highway 50.
371	28-Jun	P	0	General	Traffic safety grants to law enforcement for speeding and parking. Turn 50 into a toll road for non residents to pay for all improvements
372	28-Jun	P	0	General	Making the roads safer is #1. Putting stop lights where there are crosswalks is #2. Putting a divider to prevent head on collisions #3. Thank you!
373	29-Jun	P	5	General	I'm most familiar with Nevada Beach and the national forest land adjacent to the beach (I walk there nearly every day). Issues I see: Huge increase in off-season visitors who are leaving their trash on the beach, in the woods and in the vacated campground. Sadly, off-season visitors are also defecating in the woods. Having no bathroom facilities nearby during the off-season is an enormous problem. Also, there's been a huge increase in off-leash dogs and accumulation of dog poop that their owners don't pick up. These trends will eventually result in irreversible ecological damage and threats to public safety. Sad.

374	29-Jun	P	4	General	It is so dangerous living in Zephyr Heights to get out onto Highway 50. There are only 2 entrances and exits--one at Lakeview (intersection of Marla Bay, Zephyr Heights and Pine Cone Resort) and one at North Martin. In the winter the only way in or out is at North Martin. It is suicidal to turn left from North Martin onto Highway 50 and practically impossible to even turn right and not get rear ended with that blind curve in the road. Traffic signals would solve the problems immediately! The other major concern is the lack of parking for those people who want to go to the beach. We must have a parking lot for everyone to park and take a shuttle to either Zephyr Cove Beach, Round Hill Pines Beach or Nevada Beach. Can't NDOT purchase some Forest Service Land and build a parking structure or parking lot to for the residents and tourists who want to spend the day at the beach and shuttle them back and forth?
375	29-Jun	P	4	Parking	The tourists often park very irresponsibly on the stretch of 50 from Warrior Way to Round Hill Pines and pop out of their cars next to traffic or slow traffic to a stop while they parallel park, or they walk in large groups along a narrow road that is not safe for pedestrians because they parked so far away from where they want to be. I know the demand among visitors is high, but I think a key tool to increasing safety along that corridor would be to eliminate ANY parallel parking along the highway. Where to park? If we can't make them park in San Francisco (and stay there), then do more creative things like setup a shared-use lot with ZCES and Safeway, buy that ramshackle building at 615 Hwy 50 and convert it to a parking structure with a shuttle pickup, cut into the forest (I know) along Zephyr Cove for more spaces, add spaces at Round Hills and Nevada State Beach, finish the pad in front of Safeway to be a paid lot with a shuttle. Or even the front half of the Safeway lot is used inefficiently and could be re-thought for better parking. Find a large space off-beach (maybe at the Sheriff's two-level lot by Kahle, or Whittell or Spooner) and offer a shuttle to the beaches from there. We could go the route of national parks and allow a set number of parking passes at key entry points that is equal to the number of real spaces available at their destinations, then allow zero parking along 50. Give big fines, tow cars, put out a publicity campaign to inform about no more parking along 50, shuttle service and limited quantity passes. There. Solved. Good luck. It's a big and important problem. Thanks for looking at it.
376	29-Jun	P	4	Parking	Expand free off street parking at Zephyr Cove, or make a parking lot off Warrior Way after the stoplight is installed w/crosswalks.
377	29-Jun	P	4	Safety	Desperate need for a traffic signal at warrior way
378	29-Jun	P	0	Transit	Lack of public transportation to reduce the congestion around the lake
379	29-Jun	P	0	Safety	Center divide will save lives. The data from the last 10 years proves this
380	30-Jun	P	0	Bike/Trail	Being able to access recreational via bike or foot.
381	30-Jun	P	0	Safety	I'd love to be able to safely bike to these locations
382	1-Jul	P	0	General	Adding a toll booth could: reduce traffic, reduce reckless and drunk driving, reduce crime, and generate revenue to be used for environmental protection and additional future improvements.
383	1-Jul	P	4	Bike/Trail	Extend the bike-ped path up the west side of US-50 to Zephyr Cove or Whittell High School or Skyland or Lakeridge or around Cave Rock or Glenbrook or up old US-50 or to Spooner Summit Trailhead. Not as a bike lane on US-50, but as a separate pathway.

384	1-Jul	P	0	Safety	End of the day, we have to do two things, immediatly greatly increase enforcement of traffic rules and the second is to find a way to reduce the number of cars on the road. I believe the most effect is to work with other government entities in the Tahoe area to charge a fee for all vehicles entering the basin. And make the fee high enough that it reduces the number of vehicles entering the Basin. Something like the fees charges to enter Yosemite. And then we can use that money generated to fund necessary roadway, drainage improvements and potentially affordable housing for the workforce we need. I cannot stress how important it is to take bold action now. More people are going to die and or be seriously injured along this corridor. There is no alternative way for my family to get to the grocery store, medical care, restaurants, ect outside of using this corridor. We limit trips and try not to leave the house on weekends during the summer due our perception of the safety risk of driving in this corridor. When my wife and I had our first kid a few years back, the first thing I bought was a new car for my wife with my primary criteria being it had to have a five star crash test rating as I am terrified of this corridor. I just want to have the ability for my kids to safely go to school and my wife and I to safely drive to work. It's gotten to the point where we are considering moving because I view the danger of having to drive this corridor multiple times everyday as being a significant life/safety risk
385	1-Jul	P	4	Safety	Speed and safety is a huge Concern, for left turns into RoundHill pines, Left turn from Zephyr cove elementary, and most of the corridor Slowing down traffic and making turns more easily accessible is the top priority Offering safer parking will help traffic flow, I often see people run across the highway ta ZC beach, or stopping in the highway to find parking this area is a huge concern for safety of locals, tourists, school and the fire station. A bike path would be desirable and could help reduce car traffic, and a plus for locals to access beaches on foot or bike Public transportation doesn't exist in Thai area and could largely benefit 2 lanes should be reduced to one, with turn lane to reduce speed and keep flow consistent. Add roundabouts and traffic lights for safe pedestrians crossing There needs to be more parking for popular recreation areas, people parked illegally and dangerously along the highway is so dangerous for young kids and animals
386	1-Jul	P	0	General	I do commercial snow removal for about 70% of the neighborhoods in this corridor. The only real solution without wasting tons of money is to narrow the road to 2 lanes. Most people drive like this in the winter anyway. The only new danger would be passing lanes and people wanting to speed there. Beyond Glenbrook north there is no need for 2 lanes and can return to 4.
387	1-Jul	P	0	Safety	Fatalities from head on collisions. Especially on curves. Add barriers.
388	1-Jul	P		Safety	NDOT should do a better job of snow removal. I've driven Hwy 50 when there were ~6 inch snow ruts on the road and the road had not been plowed.
389	4-Jul	P	0	General	keep the route 2 lanes each way with left turn lanes at the busy places, ie round hill pines, presbeterian street
390	4-Jul	P	4	Parking	Parking on 50 from Skyland to RHP...so dangerous.
391	5-Jul	P	4	Safety	The roundhill entrance, dead mans curve at Lakeridge, new driveway for housing at cave rock, logan shoals, i drive this road daily for the last 45 years it is very bad, we need more signals and lower speed limits to save lives, i have lost a lot of friends over the years on this road and now i fear for my children and grandchildren that travel it daily, stop the slaughter and slow people down, Terry Marino 775 901-0965
392	5-Jul	P	4	Bike/Trail	The bike trail to RH pines is great but how do my kids safely get there? It needs to continue.
393	5-Jul	P	0	General	What are you wait for, the community has already told you to not reduce the number of lanes for bikes. That you need to increase parking and not let cars park along the side of the road. If you can increase bike paths without reducing lanes for cars, go for it. But take care of the parking first.

394	5-Jul	P	0	General	DO NOT, under any circumstances, even consider narrowing the driving lanes -- as you did last time. That is a terrible idea beyond words.
395	6-Jul	P	0	General	Highway 50 it's a super popular cycling route around the lake most of the year and e bikes and electronic green scooters are getting more and more popular. The stretch from Sand Harbor to Stateline Nevada, (South shore) has many dangerous areas that are impossible to drive safe as the bike lane narrows to zero along guard rails. Also because of Hwy 28, Zephyr Cove Resort and round Hill Pines beach parking next to the highway there is no 100% safe way to ride a bike along the traffic. Parking for the beaches needs to be at the beaches and not on the highway. 6 inches from every lane should be reduced so we can have bike lanes that are at least 2 feet wide. We need signals at warrior way, Lakeshore Boulevard at Marla Bay and some type of warning system into Roundhill Pines
396	6-Jul	P	0	Crossing	PEOPLE WALKING ON HIGHWAY; STOPING THEIR VEHICLES BACKING UP AND PARKING WITH HALF OF THEIR BACKS STICKING OUT ON THE HIGHWAY?? TO GET TO BEACH WHEN THERE ARE CLEAR SIGNS OF "NO PARKING";CYCLIST NOT WANTING TO USE BIKE LANES AND STAY ON HIGHWAY. IF THIS IS NOT ALLOWED IN FREEWAYS WHY IS IT BEING ALLOWED ON THE HIGHWAY, IT IS DANGEROUS, RECKLESS, UNRESPONSIBLE.. NEED THERE BE SAID MORE? AS A RESIDENT THIS IS A HOT TOPIC AS YOU CAN SEE.
397	6-Jul	P	4	General	The area between Nevada Beach and Roundhill Pines Beach as well as Zephyr Cove Beach.
398	6-Jul	P	0	General	My main concern is that too many signals are being put up causing traffic to be slowed. This corridor is the main link between South Lake Tahoe and Carson City/Reno where most locals have to go for our doctors appointments and shopping. Having to stop all the time will increase pollution from vehicles and cause people to drive faster to make up lost time.
399	6-Jul	P	0	Safety	Roads become too congested already. Confining them to one lane in each direction would only show things way down and cause more runoff in to the lake.
400	6-Jul	P	0	General	Consider the additional trash left by people parking illegally
401	6-Jul	P	4	Safety	Put in a traffic signal near Lakeview Drive/Marla Bay and the pedestrian crosswalk. There are 199 homes in Zephyr Heights and 109 in Marla Bay. Making a left turn into these areas is dangerous. Motorists are driving too fast and not paying attention resulting in numerous traffic accidents.
402	6-Jul	P	4	Bike/Trail	Round hill entrance needs a turn lane. Biggest issue, is also hardest issue to control, people driving like crazy. Going, way, too fast. Road parking along zephyr is ridiculous, either there needs to be official road parking that's paid or an overflow parking area. A bike path off the road would be sweet if it's feasible
403	6-Jul	P	0	General	what will be the impact to property taxes for homes in the area?
404	6-Jul	P	0	General	DISCARD THE IDEA OF ONE LINE UP AND ONE DOWN, WE LOCALS COMPLETELY OPPOSE TO THE CRAZY IDEA!!!
405	7-Jul	P	0	General	It's apparent you are focusing on recreational aspect when residents focusing on day to day safety … taking down the blinking pedestrian sign years ago from lakeshore blvd zephyr cove was a big mistake. Need a light
406	8-Jul	P	5	Parking	Fix parking on elks point rd for people going to Nevada beach. Figure out safe way for people to turn into round hill pines

407	9-Jul	P	4	Safety	It's terrifying driving from zephyr cove to Round Hill. People drive way too fast, there are pedestrians darting out into traffic, people parked over the white lines. I feel trapped in my house because it's not worth the risk to drive myself and my two children to the store. The parking at zephyr cove and on Warrior Way is out of control. I'm a teacher at the local school and we are in session until late June but you've got beach goers parking up there when people are trying to pick up their kids. It's a nightmare trying to get out. And it's just too overused with all the cars, bikes, pedestrians. Which lane is the safest to drive in? I'm scared to drive in the fast lane because I'm worried about a head on crash, and I'm scared to drive in the right hand lane because of all the cars parked on the side, bikes, and people walking in between cars. So which lane is safest? There are simply too many cars on the road in the summer and no place for them to park. Speeds are too fast and I've seen very little officer enforcement unless it's a holiday weekend. I'm also tired of people making the entrance to Skyland a turn around spot. It's hard enough to get out of there without beach goers swinging a U and clogging the entrance. I make a once a week trip to carson to get groceries and beyond that, I try not to leave my neighborhood. I hate feeling trapped, but it's just too dangerous.
408	14-Jul	P	0	General	thank you for any improvements to traffic safety in this corridor. If there is an accident in this corridor it seems traffic comes to a total stand still which can be a safety issue. also in the winter this corridor does not seem to get good snow removal. thank you for the traffic cams.
409	14-Jul	P	0	Safety	WANT turn lanes, roundabouts or some other SAFE way to turn across at RHP, ZH, PCC, and other neighbor hoods. I think it is criminal the way North bound traffic turns into Round Hill Pines. Having a stopped vehicle at a blind spot at the top of a hill where cars are traveling 50+ mph to come to a complete stop. At least put a NO LEFT TURN ZONE there. Put any bike trail AWAY from the road.
410	15-Jul	P	0	General	the need to make route 50 more driveable/faster for people going back and forth between the lake and the valley so that all the traffic doesn't go roaring up and down route 207
411	15-Jul	P	0	Safety	We have been rear ended trying to turn left onto our street. Every time I try to leave my street it is very dangerous due to high speeds of cars traveling on highway 50
412	16-Jul	P	2	General	Out of control speeding on highway 50 from intersection at Kingsbury Grade to intersection of 50 in Carson City. Most dangerous in winter conditions (snow/ice) to drivers not use to winter driving. On holiday weekends, Nevada Beach access must be controlled. Any and all surrounding areas become clogged with illegally parked vehicles. In the event of a fire or medical emergency, timely actions by first responders is hampered or prevented. At some point the safety of people has to be more important than the revenue fed into the local economy. I no longer feel safe riding my bicycle anywhere in the Tahoe Basin. Riding between Spooner and Kingsbury, in either direction, is the most dangerous.

Type: A-Agency, B-Board or Public Body, P-Public

Round 1 Public Survey: Existing US50 in 5 Words

No.	Comment
1	Bad Traffic and no parking
2	Dangerous, limited visibility, high speed
3	Beauty
4	beautiful drive
5	Busy, scenic, auto-centric, dangerous
6	no medians fear oncoming traffic
7	Fast, nice view of lake.
8	Auto only; dangerous; great potential
9	It's fine as it is.
10	Dangerous access at Lincoln creek
11	pretty drive but narrow
12	needs pavement repairs
13	ugly at Stateline, nice north
14	Best highway around Lake Tahoe
15	People go waaay too fast in a 45mph speed limit; average driver is going 60-70 mph!! Put Up Lights all along Highway 50!!! Especially at Warrior Way before more teen drivers are hit!!
16	Dangerous drivers
17	extremely dangerous to drive during all seasons
18	Danger road
19	Wider bike lane
20	Dangerous
21	Lake access for rich and poor
22	Stay in the right lane!
23	Traffic speed is too high
24	Crowded
25	Busier but better than 28!
26	Dangerous, speeding, windy
27	not enough space for bicycles
28	Lacks safe bike trail, unsafe
29	Road is easy to travel on.
30	Dangerously crowded in the summer.
31	Scary turn offs
32	Dangerous, congested, overcrowded, death, crash
33	Lacking parking, transport, and cyclepaths.
34	Scary, mountainous, rugged, crowded
35	blood alley many many deaths
36	hazardous for walkers and bikes
37	Scenic, good traffic flow
38	accident prone
39	IF ONLY WE HERE AT SOUTH SHORE HAD THOSE WHO DO SUCH A BEAUTIFUL JOB IN REGARDS TO HIGHWAYS
40	Dangerous, bike unfriendly, difficult turns
41	Well maintained compared to CA
42	Well maintained compared to CA
43	busy, parking at the beach, no turn lanes
44	Dangerous
45	Fatal car accidents
46	Tourist traffic
47	beautiful, congested, dangerous,
48	efficient way to navigate the lake
49	Beautiful drive, well maintained.
50	Too fast, noisy, dangerous,
51	Not safe, speeders, illegal parking
52	Beautiful but a little crazy drivers at times
53	most dangerous road in America
54	Ridiculous 45 mph restriction!
55	Dangerous areas, needs turn lanes
56	Dangerous, unenforced, forgotten, death
57	Dangerous @ Lakeshore Blvd in Zephyr Cove
58	dangerous to cross heavy traffic
59	Treacherous and unsafe.
60	Very busy.....cars drive way over the speed limit....they think they are on a interstate highway!
61	Death trap
62	Dangerous without middle lane
63	fast, dangerous, rural. death, crowded
64	Dangerous
65	Need left turn lanes
66	Extremely dangerous for bike riders, need bike lane
67	Unsafe parking, lack of policing
68	The road works well until south shore casino area.
69	Dangerous driving
70	Dangerous intersections
71	Two Lane Highway
72	Fast busy dangerous traffic
73	Challenging to drive
74	curvy, dangerous icy in winter
75	Very busy
76	Busy and noisy
77	Congested
78	Wide, long, access to mountains
79	distracted drivers

80	no enough shoulder for bikes
81	conjustion
82	Fast traffic few left turns
83	thankfully 4 lanes
84	Dangerous to turn off of.
85	Beautiful view, lots of traffic
86	Too fast and unsafe
87	Death trap
88	Narrow, needs center divider
89	Windy road, busy summers
90	Congested, dangerous, worn out,
91	Dangerous in Winter.
92	Too many side streets
93	Peaceful, beautiful, home
94	NASCAR race. Deadly risk driving
95	Not enough safe parking
96	A beautiful and mostly relaxing drive. The scenery is unmatched anywhere's.
97	Dangerous left turns
98	excess speeding-ped crossing-illegal parking
99	potentially hazardous
100	winding, beautiful, pedestrians, parked cars
101	scenic, pleasure, enjoyable, fun, access
102	Beautiful unsafe traffic overcongestion tourists
103	Traffic. Cars everywhere, danger zone
104	Dangerous undivided highway
105	increasing traffic
106	Dangerous entry from Zephyr Heights
107	scenic, unsafe, speed, too much traffic
108	Unsafe, too fast
109	accidents from left turns
110	too much tourist traffic
111	Dangerous. Many Accidents. Fast Drivers
112	Busy
113	Fast and dangerous
114	Through the seasons it seems adequate except for the chaos at zephy cove resort
115	Considerable traffic, especially weekends
116	Scary, dangerous, deadly, getting worse
117	Danger for bicyclists
118	Dangerous turn into zephyr cove
119	Toll road...it's time
120	Dangerous, Deadly, Scary, Unsafe, Beautiful
121	People drive ridiculously fast
122	Beautiful but car-only access
123	The speed limit needs to be slower.
124	Speed limit needs enforcing
125	Traffic
126	Dangerous, main freight throughfare
127	Excessive roadway parking Zephyr Marina
128	Dangerous and unsafe
129	Dangerous…head on collisions
130	dangerous
131	SHOULD STAY AS IT IS NOW
132	Scenic, dangerous for bikes/peds.
133	Summer congestion
134	Dangerous People going to fast
135	People need to slow down.
136	congested with tourists, no parking for beaches, no safe bike path routes
137	speeding autos
138	HORRIBLE NOISE
139	Scenic, tunnel, head on, congestion
140	Very Scenic, Very Crowded
141	Traffic and pedestrian congestion
142	Traffic needs a light
143	high speeds dangerous turns
144	Dangerous. Speeding. Noise
145	congestion at Zephyr Cove Resort
146	Ease of use.
147	Throughway to stateline and reno
148	busy, fairly smooth
149	A lot of speeding.
150	Traffic moves too fast.
151	Extremely dangerous
152	Traffic
153	increased traffic, no parking
154	Beautiful but a little dangerous
155	too fast
156	Beautiful, dangerous, too fast
157	Scenic, important, and dangerous artery
158	dangerous
159	Difficulty exiting Zephyr Heights.
160	Beautiful - congested in summer months
161	dangerous left turns on Hwy 50
162	Dangerous, loud, exhaust and sound pollution

163	Congested; dangerous; dated
164	We need a light at Zephyr Heights
165	Road to home
166	Beautiful, scenic
167	Crowded and excess of speeding
168	Dangerous road, needs turn lanes
169	speeding drivers and dangerous
170	Lots of fast cars
171	Too dangerous to ride/walk
172	Traffic is heavy during holidays or events
173	Dangerous and excessive car speed
174	Vehicle accidents and pedestrian deaths
175	Increasing traffic every year
176	Lack of traffic signals, congestion.
177	need bike path, scary pedestrians!
178	People driving TOO fast!
179	Scenic, winding, nature, overused, dangerous
180	crowded
181	Well maintained regional corridor
182	Parking on side of road
183	Busy and dangerous
184	Dangerous turns, need signals, speeding
185	No bike lane
186	Dangerous, no turn lanes
187	Cowded, narrow
188	Busy
189	Too narrow no bike path
190	Scared, what if.....safe
191	Need center divider and parking enforcement
192	Busy road, lots of cars
193	scenic but over-crowded summer
194	Traffic too fast, need lights
195	speeding, parked cars, dangerous turns
196	Pretty dangerous and narrow, hard to get out of Warrior Way in June and Aug/September
197	A bit scary
198	Dangerous
199	Free shuttles needed
200	Head on collisions and drunk drivers
201	Too much traffic at high speed
202	Crowded. Illegal parking. Dangerous.
203	Crazy illegal parking during summer
204	Cars parked on the road making it hard to drive. No parking for beaches
205	Dangerous and sometimes scary!
206	dangerous single-modal car fence
207	Extraordinarily dangerous
208	Busy, fast, blind turns, dangerous, limited
209	Only way through dangerous
210	Dangerous curves. Clueless tourists
211	crowded, fast, windy, no shoulder
212	Lack of enforcement of laws
213	dangerous, many speeders, dangerous left turns
214	Dangerous
215	lost friends due to speed
216	Too many cars on side of road - summer. Crowded. Congested.
217	Zephyr cover parking danger
218	traffic to fast
219	Dangerous
220	Heavy traffic often, speeders
221	MORE LANES NOT LESS
222	dangerous illegal side parking.
223	Quick traffic movement.
224	Congestion
225	Stupid tourists
226	everyone drives too fast
227	People drive too fast
228	scenic
229	Important to me and all locals
230	Beach parking in the road
231	Dangerous
232	Safety concern at various intersections given speed and turns
233	More traffic than can ever remember
234	Overcrowded, scary, stressful, fast, dangerous
235	dangerous, fast, auto-centric,
236	Beautiful and dangerous
237	speeding, dangerous lane changes
238	Great w/ HIGH RISK Danger spots
239	Dangerous
240	lack of turn lanes
241	Heavy traffic, unsafe to bicycle.
242	deathtrap for residents, bicyclists and tourists.
243	crowded terrible parking most beautiful
244	Very scary as a non-motorist
245	Too many cars parked on the side of the road. We should make more off street parking available

246	Not bikeable
247	Dangerous
248	Congested, difficult to navigate, scary, bike/ped vs vehicles
249	Unsafe shoulder parking, pedestrian traffic
250	Dangerous
251	major vehicle traffic
252	busy, no room for bikes
253	People drive too fast
254	a lot of cars

Round 1 Public Survey: Future US50 in 5 Words

No.	Comment
1	More parking and safer
2	Better traffic management
3	Slower traffic, better bike lanes
4	convenient, fast, easy, scenic
5	More ped-bike options, narrow roadway, better ingress egress
6	concrete medians for safety!
7	Safer. More Efficient.
8	Multi-transport; turn lanes; more stoplights
9	Leave it alone.
10	worried about crowding near casinos
11	corridor, community, bike and walk
12	It’s ok, don’t change it
13	Slower!!
14	Safer speed limits. More traffic lights at dangerous intersectiins
15	stop lights should be put at every intersection
16	Crowded road
17	Less debris
18	Bike lanes, traffic control
19	More access to recreate
20	Less collisions but more traffic
21	communities need safe entrance/exits
22	Better
23	Separate bikelane; no curbside parking
24	Safer, no parking, bike lanes
25	bike and walk path
26	Bikeable, safer, less car collisions
27	Same
28	Multi-use safe corridor.
29	Turn lanes
30	faster, safer, commuter friendly, bike lanes
31	3 Lanes with bike paths
32	Safer
33	one lane
34	bike lane, center turn lane
35	Safer
36	slower traffic more traffic lights
37	KEEP IT SLOW SO PEOPLE WILL REALIZE WHAT A BEAUTIFUL PLACE WE LIVE AT
38	bike path and turn lanes
39	Safer turning across the highway
40	Safer turning across the highway
41	Turn/merge lanes. No parking on street
42	More friendly, safer,bike friendly
43	Could be safer
44	Beautiful ,better parking, safer, less congested
45	efficient way to navigate the lake
46	too much traffic
47	Bikes, walker/jog, scenic, shared
48	Safe, user friendly
49	More police presence to reduce speeding
50	future of safe, sustainable transportation

51	Same as now!
52	Turn lanes, reduced speed limit
53	safe, equitable, walkable
54	More traffic lights, less speeding.
55	More mass transit, easier access
56	Improved w/safety as primary concern
57	More traffic light at residential intersections.....slow the traffic down to the posted speed limit.
58	Put in round abouts
59	Easy to turn and merge
60	safe, sane, rural,
61	Safer, easy in and out
62	Need left turn lanes
63	It could be as user friendly as The West Shore
64	No parking, driving speed limit
65	cars away from the lake.
66	Wider lanes for turns, walking paths
67	Left turn lanes
68	Two Lane Highway With Divider
69	Extremely dangerous if no changes
70	Less traffic and parking
71	Can’t see much changing
72	Better access to Tahoe
73	Prioritize non motorized use
74	bike lanes fewer cars
75	very conjusted
76	More stop lights or roundabouts
77	more turn lanes
78	adding turn lanes
79	Beautiful view, slower/less traffic
80	Dedicated bike lane
81	Reduced speed
82	Safer pedestrian experience, improve parking
83	focus on congestion in popular spots
84	more parking, better traffic control
85	Accessible/frequent public transit from Carson.
86	Leave it as is
87	Safer left turns. Larger space between head on traffic
88	Pedestrian safety and parking space
89	I like it as it is but do understand it has its dangers as do all such scenic highways throughout the country.
90	Two lanes, middle turn lane
91	more turn lanes-slower speed
92	Lights at intersection
93	center divider
94	scenic, pleasure, enjoyable, fun, access
95	No cars parked on roadway
96	Wider, better parking and cycle friendly
97	Should be widened with divider
98	safer, slower traffic
99	Additional turning lanes
100	park like, slower, wider,safer
101	no streetside parking, lower speeds
102	Stoplight at Warrior Way
103	more high-speed traffic
104	Bike Path, Center Barrier. Left Turn Pockets

105	Accessible
106	Less auto and truck traffic.
107	Keep it accessible and in good repair
108	More traffic signals
109	3 lanes, safe resident access
110	Bike lane
111	2 lanes with turning lane
112	Center curb. Light at 50 & 28
113	Turning lanes, speed signs, traffic light at ZCES
114	Safe to leave my neighborhood
115	Create path for non-vehicular traffic
116	More stop lights at cross streets
117	We need to have a light at Marla bay. We live in zephyr heights and we nearly get hit just getting on to 50.
118	Too much fast traffic
119	Smoother flow of traffic
120	Off highway parking and accessible
121	No roadway parking
122	Slower speeds
123	Safety first and foremost
124	less dangerous
125	Current status is good access
126	bike lanes safer for peds
127	More user friendly
128	Paved better
129	We need light coming out of zephyr heights
130	dedicated bike lanes, public transit options, traffic calming devices similar to Incline Village to Tahoe City
131	beautiful, senic peaceful drive.
132	NOISE ABATEMENT - QUIET ZONE
133	Safer
134	Very Scenic, Very Crowded
135	No street parking
136	Lights at zephyr heights
137	expansion turn lanes traffic lights
138	Center Divider, Bike Path
139	smooth flow of traffic, traffic lights are OK if not significantly delayed
140	Much of the same.
141	No change other than speed limit
142	Safer to travel
143	Safer road
144	Two lanes, green median
145	parking, potential traffic lights
146	Full of traffic
147	more lights reduced speeds
148	beautiful, safe all year
149	Scenic, important, and safe.
150	safer
151	Smoother flow of traffic.
152	safer for cyclists - safer parking options
153	Protected left turns, traffic calming devices, alternate transportation for tourists
154	Sound proofed, no trucks, speedcontrolled
155	Safer for bicyclists and autos
156	I light at zephyr Heights
157	No bike lane
158	The same. Don’t mess it!

159	Widen road add bike/pedestrian pathways
160	Reduced speed, traffic signals, roundabouts
161	turn lanes, lower speeds
162	More speed checks and lights.
163	Separated bikeway, bicycles on buses
164	Enlarge to 6 lanes, put in bike trails
165	calm, peaceful, beautiful, safe
166	Year-round safety for all
167	Divided four-lane highway
168	Keep two lanes both directions .
169	bike/walking path to Stateline
170	Congested mess if nothing is done
171	scenic, winding, nature, no parking
172	safer
173	maintain traffic flow and limit parking on shoulders
174	Safer, less accidents
175	Incapable of handling increasing volume
176	Less congested, less speeding
177	Add a bike lane
178	Safe, turn lanes
179	More lanes, wider
180	Safer
181	Wider with separate bike path
182	Safe
183	Divided road
184	Traffic signals, designated turning lanes
185	fewer vehicles, adjacent bike path
186	Traffic signals at N. Martin
187	left turn lane Marla Bay
188	Pretty views, reasonable speeds,
189	turn lanes, separation from oncoming
190	Safe for all modes
191	congested
192	Center divide will save lives
193	Less traffic, slower speeds, bike path
194	Bike and walking path. Structured parking and crosswalks.
195	Improved safety for bikers/pedestrians
196	Separate Safe bike and pedestrian path
197	Tolls and safery considerations
198	safe multi-modal health provider
199	To feel safe
200	North shore, roundabouts, traffic lights, safety, family friendly
201	Scenic slow organized
202	Add barriers just like on 50 on the Spooner to carson side
203	walking/biking path, safer
204	Overcrowded and less safe
205	left turn lanes, two lanes each direction
206	No parking on highway
207	signals and lower speeds
208	Add bike lane - add turn lanes
209	no parking on side of road
210	35 mpg speed limit
211	Provides for all transport modes
212	DO NOT CHANGE 4 lanes

213	MAYBE A LIGHT OR TWO
214	no cars parked on side of road.
215	Too many signals.
216	Expanded lanes of travel
217	Roundabout Spooner warrior way
218	More traffic controls
219	Turn lane for round hill beach
220	scenic with protected bike lane
221	NOT ONE LINE UP AND 1 DOWN
222	Designated multi use
223	Safer for ped crossings , bicyclists and cars
224	Better traffic control and ingress/egress
225	More dangerous
226	Managed, safer, calmer, slower
227	bikeable, walkable, safer intersections, slower
228	Maintain the beauty and make it more safe
229	same amount lanes, more lights
230	Saftey a prioirty completed!!!
231	Safe
232	better speed control
233	Safer, motor vehicles and bicycles.
234	safe turn outs, safe bike lanes, improved tourist parking
235	Bike path around lake less cars
236	Safe for all modes
237	Better turn lanes and acceleration lanes like near highway 28
238	Safe for bikes and cars
239	Multi transport friendly
240	Complete streets, slower speeds, bike/ped centered, public transit
241	Widened road, enhanced enforcement, usability
242	Organized and safe
243	highway with class 1 bike trail
244	continuous bike lanes
245	no parking, traffic calming
246	More cars using highway, thus Hwy lanes have not been reduced

Round 1 Public Survey: Other Improvements

No.	Comment
1	Pedestrian Bridges if possible
2	Bury power lines Remove eyesores visible from the road
3	Ticketing those who litter, speed
4	Because of the speed of the highway, exiting from my neighborhood is quite dangerous, especially in the winter. We've had several accidents in the last year. I am referring to the exit from the Zephyr Heights community.
5	Narrow the street, add scenic improvements
6	Near Zepher Cove highway parking on East and West side of road during the summer months is so dangerous to pedestrians accessing the beach. More off road parking would be excellent idea. Perhaps parking lot on East side of highway with bus transport to west side.
7	A bike lane would be a much needed improvement along this corridor. It would also be good to do something about reducing the speeds and frequency of high speed crashes.
8	Leave it alone. It’s fine as it is and any of these these ideas will make things worse. Fill potholes, paint lines, plough snow. Any other ideas you have to improve things won’t. Leave it alone.
9	Flashing warning lights At Lincoln Creek crosswalk. Bots dots or rumble strips to slow traffic.
10	Center median to allow for breakdowns and not as tight traffic flow
11	Better turning for Sand Harbor, it's really bad when there are events at the amphitheater
12	bike lanes and bus service to avoid parking nightmares
13	Don’t take away lanes. Narrow highway will be more dangerous and congested in the Winter
14	No One Will Use Bike/Pedesteian Paths by Zephyr Cove Resort!!...there already is one and people still walk on the highway and run across a four lane highway j-walking!!! PUT UP STOP LIGHTS and NOT ANY ROUNDABOUTS BECAUSE IDIOTS CANNOT YIELD ANYMORE!!
15	Put a traffic light and crosswalk at us50 and warrior way.
16	Please reduce speeds on Kingsbury Grade too!! There are residential homes all along the Grade yet people drive 60-70+ mph!!! On the turn after Palisades Drive, several deadly car accidents and motorcycle accidents have happened!! Put up a flashy slow down you are going too fast sign or something to slow down cars on Kingsbury grade!! Plus-I think homeowners on Kingsbury Grade deserve a high cement wall to keep out the highway like noise that is on a 35 mph street that everyone drives like it is a freaking highway!!!!
17	Lights
18	Reduce lanes to one in each direction and add turning and bicycle lanes.
19	Parking and signalized pedestrian crossings.
20	Erosion control. Safety is the main thing.
21	Lower the speed limit to 35 from Zephyr Cove to Stateline (I like yearround, but May 1 - September 30 would be good compromise); add a round-about for safe exit and entrance at the MarlaBay/Zephyr Heights area to provide for safe ingress/egress of those residents whose safety has been FAR too overlooked in past evaluations (we who live in the area have the same safety and traffic issues as at the Highway 89/50 interchange in Meyers---the same solution would be great since the streets don't all meet up perpendicularly) The Meyers roundabout is great to keep traffic flowing and provides safe ingress/egress for residents)
22	Lower speed limits or better enforcement of them maybe
23	For safety, put in a median barrier in sections, like there in between Spooner and Carson City

24	Add turn lanes wherever it is possible, eliminate on highway parking especially by Zephyr Cove as it is dangerous.
25	fastrack a bike path
26	No leave it the way it is.
27	I think you have already identified the most important improvements.
28	more enforcement of slow drivers blocking traffic, re-work the intersection of highway 28 and highway 50.
29	It's insane that we have a four lane highway through a rural residential area with almost zero turn lanes, zero bike/pedestrian paths past Zephyr Cove, and a lack of transport/parking options for people attempting to access the various beaches along the east shore. The parking situation at Zephyr+Nevada Beach is extremely dangerous with cars regularly sticking out into the far right southbound lane, pedestrians walking in the road on a ~35mph zone, and cars regularly driving 50+ with no consequence.
30	The roundhill pines turn-in can’t come soon enough.
31	Major safety issues at Round Hill Pines and Presbyterian Curve need to be addressed. Warrior Way and Lake Village access are dangerous intersections for left turns. More scenic turnoffs would be nice. Separate bike traffic from high-speed vehicles.
32	better snow removal and chain controll
33	NOT AN IMPROVEMENT BUT KEEPINGTHE HWY SAFE BY INFORCING THE SPEED. SLOW AS YOU GO
34	Please! Safer way to turn into/out of Lakeshore Drive - Marla Bay. So many accidents. I truly fear for my life during the tourist seasons.
35	Please! Safer way to turn into/out of Lakeshore Drive - Marla Bay. So many accidents. I truly fear for my life during the tourist seasons.
36	Keep 4 lanes of traffic flowing
37	Slow the speed limit. Add barriers.
38	A cement wall for a median
39	Must keep capacity on the roadway to address higher traffic
40	Lower speed limit,
41	no
42	there needs to be a lower speed limit that is enforced. We see trucks and cars barreling past residential areas in excess of 70 mph. There needs to be better locations for stop lights. Hundreds of cars traverse the intersection of Lake Shore and Highway 50 daily and yet there's not even a stop sign there.
43	Increase speed limit to 55 mph like ALL other inter/intra state highways.
44	Definitely reducing the speed limit. This corridor should be maximum 35 mph with some areas reduced to 25mph.
45	I live in Marla Bay. My greatest fear is being rear ended as I sit in the left hand lane of a highway at a dead stop waiting to make a left hand turn. So fearful that a driver behind me won't see that I am stopped and will hit me at a high rate of speed or make a last second unsafe lane change to avoid hitting me. Terrible accident just waiting to happen. Would like to see a left turn lane from eastbound into Marla Bay.
46	Left turns.. need left turn lanes/islands,
47	Traffic light @ Lakeshore Blvd/Lakeview Dr with light activated by button or car waiting.
48	Add a crosswalk flasher to Lyons Avenue crosswalk near Cave Rock
49	Safer left turn lane option going into PineWild
50	Turning lanes.....traffic lights
51	Put in traffic Signals!!!!

52	No parking on Highway.. Zephyr Cove parking expansion or capacity limit Left turn lanes Traffic / Speed enforcement from County Line to Glen Brook. (NHP is focused on summit) Timed Traffic lights
53	Just make turn in and out safer
54	Not off hand
55	Prevent ALL parking along this corridor. Create parking areas where people can walk or be shuttled in. Law enforcement to ensure speed limit is obeyed. DO NOT reduce the number of lanes!!!
56	Turn lanes on highway
57	Slow traffic - maybe a 40 mph restriction from the summit to Stateline
58	Turn lane into Lakeside Blvd servicing Pinewild & Marla Bay & blinking light that pedestrians can control to safely cross highway from Lakeside Dr
59	divider possibly between Round Hill Safeway and Zephyr Cove
60	Slower speeds
61	Need a stoplight at Lakeshore Blvd entrance to Marla Bay/Pinewild.
62	Traffic lght or southbound Merge lane at Lake Village
63	Mandatory signal light at intersection of US 50 and SR28 !
64	off highway walking/biking routes. With snow removal on those routes
65	Make the corridor with a single travel lane in each direction and a 2 way left turn lane.
66	extremely difficult to make left hand turns especially around bends. We need to build in traffic management options that support residents and visitors on either side of 50.
67	turn lanes and slower speed limits
68	Provide additional OFF HIGHWAY access and parking, especially near the Zephyr Cove area. During the summer months, it is a s*** show of parking and pedestrians.
69	There should be a dedicated bike lane on HWY 50 from Spooner summit to Kingsbury grade.
70	Improved crosswalks
71	Warrior way should have a traffic light, eliminate on-highway parking from across Warrior way, and add free public parking on Warrior Way
72	Parking near Zephyr Cove and Sled Hill (junction of SR-28 and US-50).
73	Provide parking and prevent people from parking on the highway in the Roundhill Pines, Zephyr Cove area. Somehow prevent people from crossing the roads to get to the lake especially with children. Provide a traffic light or roundabout at the intersection of Highway 50 and State Route 28.
74	Parking is needed off of the roadway. I know it is all about ground coverage with TRPA but we need to get pedestrians off of highway 50.
75	The intersection at Elks point and 50 is confusing to non residents and very deadly. The north turn into Round Hill Pines resort is deadly. The south bound corners just after ZC beach are too narrow, especially in winter. To make a left turn against traffic into residential areas is deadly. It's the most dangerous road with too much traffic and needs to be corrected. How many more deaths need to be racked up before something is done?
76	I feel like it's possible to put in directional parking spaces (similar to that is Carson city by the capital building) with reasonable meters to increase cash flow and parking safety
77	Dedicated bike lane
78	turn lanes into residential areas lower speeds bike lane

79	Maybe a light leading out of Marla Bay homes/Pinewild. Also, a walking path from Marla Bay to Round Hill. There is just a short section which is dangerous for bikes and Pedestrians. There is a space between the road and the properties where a walking/bike path could easily be added and connect to an already existing path. This would give residents/guests a safe access to Round Hill beach and beyond which would eliminate driving to those areas.
80	Current parking regulations need to be enforced throughout the day. Increase fines to pay for other improvements. When the existing lots are full, that's it. No more. We need to protect the Tahoe Basin and water clarity. Do not build more parking facilities.
81	Officers need to ticket cars parked outside white lines on the 50.
82	passing lanes
83	full bike lane on north side - turn lanes at intersections - 2 lane roundabout at 28/50 intersection
84	decrease the speed limit from Cave Rock to State Line. Digital radar speed limit signs. At Lakeridge we could use a mirror to help see around the turn of the west bound traffic when turning left off of Cedar Ridge onto HWY 50. With traffic coming around the curve at 50 MPH we have limited time based on the current visibility.
85	Warning sign or light at Martin exit.
86	I have lived in Tahoe since 1985. These safety issues and improvements have been talked about for all this time with little action! Stop studying and make some changes. Both my children went to the middle school and high school. Hundreds of times I made what felt like unsafe turns onto the highway. Warrior way needs to be a stoplight. A roundabout won't work because of all the pedestrian traffic in the summer.....people will cross the road there under any circumstances. Highway parking at Zephyr Cove is dangerous for pedestrians and drivers and should be provided off highway.....perhaps like the new parking in Incline at the Lakeside trail. Additionally, Round hill pines needs a safe entrance and exit. I really like all the new roundabouts in our wider area and if that solution could work in places, then great. It is critical to stop studying all the options, make a plan and enact some changes. I'm sure it can be very beautiful and I trust you can do that. But, I have been to several meetings over the years and nothing seems to materialize A bike path to connect to the others has been spoken about and would be wonderful. The new trail at Sand Harbor is spectacular. Some type of center divide or separation would make many areas feel safer to drive on icy days.....just south of cave rock on the wide turn at Lakeridge and just south of Zephyr Cove entrance. Drivers cannot see the lanes on very snowy days. This area feels like a racetrack and could feel like a parkway. The speed limits are OK, but drivers don't comply. I hope these comments help, Sincerely, Anna McLeod
87	Stop light at Marla Bay/50 intersection. Concrete lane barrier down center lane, no street-side parking. Do not reduce the lanes, keep 4 lanes, no round-about.
88	Stoplight at Warrior Way. Prevent parallel parking on highway at Zephyr Cove and Round Hill Pines beaches.
89	MAYBE installing concrete barriers along the median on existing sharp curves--especially blind curves. And also better enforcing of speed limits. Better lighting in tunnels.
90	
91	Not only making the corridor safer to drive through, but also improving travel time. Many accidents are caused by impatient drivers between carson & South Lake and adding lights will only make them more impatient.

92	
93	Turning lanes into developments
94	Aside from lack of parking at resorts leave it alone
95	Traffic signal at Lake Shore Dr. and Hwy. 50 Possible signal at Martin Dr. and Hwy. 50qq
96	all major residential neighborhoods need safe access (turning lanes) center barriers to prevent head-on collisions (especially on curves) noise barriers on all retaining walls (noise pollution is also increasingly horrendous) hightened highway patrol to address excessive and dangerous speed and impaired drivers toll booths or fee structure (including paid parking at recreation sites) to fund all measures, promote public transit and discourage increasing traffic counts
97	The turn into Zephyr Cove property owners association is dangerous coming from Stateline because its just after a curve in road. Same with turning left onto highway from ZC. Would love a turning lane and a middle lane to turn onto coming out of out road ZC.
98	Bike/pedestrian corridor 1/2 Mile either side recreation access or trail head. Traffic light, similar to what is on 395 in Carson valley, at hwy 50 & 28 Speed rumble strips to slow traffic around glenbrook and cave rock...recommend 35pmh. Perhaps implementation of photo tickets in areas where speeds are reduced due to increased cross traffic to auto ticket people exceeding posted speeds by 10mph. Developed parking areas along the road, similar those added to hwy 28 with reduced speeds in parking zones. Pedestrian tunnel/bridge at round hill and elks point.
99	I think there needs to be more traffic lights especially at the intersection of HWY 50 and Warrior Way where the schools are. Many parents and new high school drivers will be much safer turning on the highway. Also, the section below Zephyr Heights Neighborhood known as deadman's curve needs traffic lights and better signage to slow people down. There have been too many fatal accidents! I've been stranded unable to get home several times due to road closures because of fatal accidents.
100	Traffic light at Zephyr Heights and Marla Bay Install meters telling the speed and how fast cars are going. More police presence and tickets from skyland to roundhill I feel we have enough parking for recreation access the problem is to many people at each location. Limiting people means a better experience for everyone..
101	
102	Add more stop lights at cross streets
103	We need all 4 lanes. No round abouts. We need a light coming out of of zephyr heights. We nearly get hit coming out of our neighborhood.
104	We need all four lanes for safety end transportation
105	I would like to see a pedestrian traffic light at the crosswalk of US 50 and Lyons Avenue, near cave rock. Even though there’s a crosswalk, cars do not honor the fact that people are waiting at the crosswalk to cross
106	Freight safety and evacuation
107	

108	My neighborhood, zephyr heights and zephyr knolls, needs a light at N. Martin Dr. Its impossible to safely turn left or right out of neighborhood due to high speeds, blind curve, high volume of cars and drunk/distracted drivers from zephyr cove beach. Also want a round about or light at lakeview st at pine cone resort- same concerns for safety and high volume of accidents and fatalities every year!
109	More signals for major neighborhood access…Zephyr Heights has two access points but both are dangerous with fast traffic and limited visibility to oncoming traffic. I'm also hearing about the highway possibly becoming 2 lanes and installing some traffic roundabouts…I don't understand how reducing traffic to two lanes is seriously being considered. This really makes me take pause when fires are a constant threat and the highway would be instantly backed up. It's a total nightmare now with highway traffic flow stopped when there's an accident or road work being done. Thank you for this survey opportunity.
110	If at all possible, add a concrete barrier (like what's on the Carson City side of the hill) between the northbound and southbound lanes. Headon collisions are just too likely today.
111	Flashing red light at Zephyr Heights turn
112	Some sort of median for the cars and then bike lanes/bike path for the bikes.
113	Ban street parking at Zephyr Cove
114	We need a light at zephyr Heights. We nearly get hit coming out of here.
115	Reduce speed limits. Put a light down at Zephyr Heights. Where there is no tournament barriers between the lines.
116	Two lanes in each direction of HWY 50 provide smooth flow of traffic at the expense of safety when entering Zephyr Heights on North Martin. Most residents of Zephyr Heights put the turn signal on as early as passing ZC Resort in order not to get rear ended while attempting left turn to N Martin- yet there are fatalities on this stretch of road every year. At a minimum, there should be one traffic signal permitting drivers the ability to enter and exit Zephyr Heights safely.
117	roundabouts
118	Noise Pollution from Glenbrook to Cave Rock. Blasting truck brakes to valley shaking motorcycle blasting. It's become a serious environmental issue affection 100s of millions of dollars of property. The highway zone can be covered by green belt /tunnel for wildlife... the hwy section can be reduced to a single lane low speed/environment zone. Sound walls installed along the Glenbrook corridor. Tahoe Noise Abatement on the East Shore/Glenbrook area is vital. We plan on more activism on the subject. The excessive speed and noise and tragic accidents have increased terribly near Glenbrook and in the Cave Rock to Zephyr area. This should be a quiet environmental zone. Speed traps won't be effective. Physical barriers/tunnels/greenbelts/narrowing lane zones are urgent. It's not safe for bicycle or cars or for the residents.
119	Yes, Water Sports have changed. A very high percentage of the watercraft users now use non-motorized craft, but the launch area parking rules are still for 80% motorboat trailers (11 non-motorized vs about 70 trailer spaces at Sand Harbor, a little better at Cave Rock, but still overwhelmingly for trailers only). Except for some summer weekends, trailer spaces never fill up. For a kayak or paddle board, all are filled every day before 8 am.
120	Shared use with middle lane for turning in and out of neighborhoods.
121	Lower speed limits
122	Dedicated turn lanes into housing tracts
123	get rid of parking on shoulders at Zephyr Cove, add LED signs indicating "lot full" well before turn lanes, continue bike path from Incline all the way to Stateline casinos

124	Better lighting and road marking.
125	35 mph speed limit, south bound from Zephyr Cove Resort to Marla Bay
126	No
127	A green median for safety with one lane of traffic in each direction. Two lanes each way extremely dangerous especially around curves. Large shoulder or bike lane in each direction. Safety first!!!
128	DO NOT reduce the number of lanes!!!
129	More lights
130	Light at Marla bay intersection
131	Slow the traffic down please. Also in the summer, while driving through Zephyr Cove, I do not use the right lane as people parked along the highway do unexpected things like open doors, dart out into the highway, don't control their kids, etc. Last thing I want to do is hurt someone. This area is so beautiful but many people zip on through. Turning left into Lake Shore Blvd into Marla Bay is so dangerous. There are frequent near misses.
132	Do NOT reduce corridor to two lanes.
133	The road should be widened and turn lanes are needed for access to and from neighborhoods. Parking on the highway should not be allowed for beach access to Round Hill Pines and Zephyr Cove.
134	Perhaps some odometer/speed checks like the one near LakeVillage
135	Speed limits are disregarded. Distracted drivers (tourists), impaired drivers, pedestrians walking with coolers on hwy 50. Summer congestion has worsened significantly in the last 5 years. Accessing the beaches is nearly impossible on weekends. Would love to see bike / pedestrian options for beach goers if the parking areas are full. Additionally, more traffic lights and or protected left turns for residents accessing neighborhoods.
136	NOISE ABATEMENT!!!!! Speed reduction Pollution control Bicycle paths Traffic reduction
137	We need a light at zephyr Heights. Barriers down the middle so you can’t get hit head on
138	Less cyclists
139	Safe beach parking would be nice.
140	DO NOT drop 50 to two lanes! It would be a nightmare of congestion! Widen the roadway to add lanes for bikes and pedestrians!!
141	We need safer entrances/exits for residential areas.
142	People parking on the side streets to go to the beach creates huge safety issues.
143	Safe roads in all weather conditions. Add more stop lights with crosswalks at popular sites.
144	No
145	Traffic signals to control flow and allow safe entering 50 from neighborhoods.
146	Prioritize the round the lake segment of the bike/walk path between Zephyr Cove and Stateline. With Zephyr Cove and Round Hill public beaches, parking and walking on the highway is just insanely dangerous. The portion near Round Hill is already complete so less walkers and bikers there (just bad parking) but from Zephyr Cove to Round Hill it is VERY dangerous to be a biker, walker or car parker.
147	Lights at tunnel for Cave Rock driveway
148	Eliminate all roadside parking, particularly in the regions around Zephyr Cove. This needs to be done ASAP. People block the right lane with their cars and walk down the middle of the highway.
149	maintenance/garbage removal and keeping the area clean
150	Provide easier and safer access to the schools on Warrior Way.
151	Speed control and safe access from surface roads

152	Stop people parking along highway 50 to access the lake! Why are they not ticketed? It's not safe for anyone. Install more signals to turn on and off of 50 as you go around the lake - and not just turn lanes, they aren't enough.
153	Need more dedicated left turn lanes
154	Better bike/pedestrian lanes. More lanes for motor vehicles
155	Primarily turning on to or off highway 50 on small streets accessing residential areas.
156	ENFORCE NO PARKING SIGNS. Staff NHP and DCSO. Add divider from elks pt to 28. Do not allow left turns across 50.
157	Center divider, too many head on collisions
158	Traffic must slow down and the ONLY way to slow everyone down is to have traffic signals. NDOT has already decided to add a traffic light at Warrior Way but we MUST have traffic signals at N. Martin and at Lakeview (where Marla Bay, Zephyr Heights and Pine Cone Resort all intersect). Douglas County seems to want to have it both ways with allowing vacation rentals everywhere in this already congested area and then wondering why the taxpaying residents don't want vacation rentals. Every vacation rental in our area has at a minimum 4 cars and most have 6 cars per vacation rental--parking everywhere illegally. If Douglas County wants all the revenue from vacation rentals to pay their pensions, then give the taxpaying residents of Tahoe the traffic lights we need to get from our homes out onto Highway 50 especially in the winter when there is only one exit available to us at North Martin!!!!!!!!
159	My # One concern: Safer options making a left turn from highway 50 into the Marla Bay/Pinewild neighborhood. I fear I will be rear ended most of the year and especially during weekends, holidays, summer. Also ways to slow traffic down between Zephyr Cove Recreation Area and Zephyr Cove, Safeway Market. No highway parking at Zephyr Cove Recreation Area or Round Hill Pines Beach. I feel safer in the fast lane driving through those areas due to parked cars and people opening their drivers side doors into traffic.
160	We really, really need a light at Warrior Way. I have been here 10 years taking my daughter to and from Zephyr Cove Elementary, and now to Whittell High. We take our lives in our hands twice a day and it's completely unnecessary. Even when school is not in session, beachgoers park at the school and run across the highway to the water. The north-south pathway on the east side of the highway is very nice, but pedestrians don't see it and just cut across the road. I've seen a little girl hit by a car while her family was right next to her. They certainly should not have been there, but that crossing is so common that the cars need to be slowed down to make a safer interface. Thank you for the opportunity to share my thoughts.
161	somehow separating oncoming lanes in problem areas (curves especially).
162	Improve turning lane at round Hill Pines Zephyr Cove and Zephyr point
163	Turn lanes
164	Center divide
165	Crosswalks and round about a at warrior way
166	Pedestrians/bike path. Safer crosswalks.
167	A bike path would make it much more accessible and help the parking problem. Transit would also be nice.
168	A center divider!! Larger lanes. Dedicated turn lanes. Addition of traffic lights. Addition of toll booths to access the Tahoe basin.

169	We need maximum enforcement. I get passed by aggressive drivers going 25 or more MPH over the speed limit numerous times in my 3.1 mile drive home from the office everyday. Rarely do I see any of these drivers being pulled over. I would have to believe having NHP officers permanently assigned to this stretch would more than pay for itself with revenue from citations. There needs to be visible enforcement. This enforcement needs to be continuous due to the high number of tourists using the corridor which won't be here for a short term enforcement campaign.
170	Traffic lights at zephyr cove elementary, roundabouts at popular recreation areas, add turn lanes into neighborhoods, safer designated parking for popular recreation areas, a scenic bike path, reduce speed, in certain areas, reduce to one lane to slow down traffic,
171	Narrow to single lane each way. Add turn lanes and center turn lanes. Add bike trails lower speed limit
172	Median barriers
173	Where possible improve access to/from driveways right on Rt 50.
174	Add a flashing warning light at the Lakeridge crosswalk. Enforce the speed limit, especially at the curve below Lakeridge about 0.4 miles west of Cave Rock tunnels. Ticket and tow cars illegally parked on the sides of Hwy 50 near Zephyr Cove and Round Hill Pines, including those parked on or over the outside white solid line.
175	NO PARKING ON HIGHWAY, PERIOD!!!
176	more signals and lower speed limits we have to slow people down, there are more cars and more accidents than ever i have been here 45 years and it is bad, i am , afraid to go out on the highway and worry very much about my children and grand children that travel this road.
177	Signals at key junctions. Especially high school. Turning lanes to key neighborhoods.
178	There should be more lanes for cars not less. Parking lots should be expanded and there should be no parking on side of road.
179	Eliminate the street parking
180	We need a pedestrian activated signal to stop traffic at warrior way, Lakeview and Lakeshore at Marla Bay. And at the entrance to round Hill Pines. I believe that the bike lanes could easily be expanded 12 inches by reducing the width of the lanes that are very large. We don't need to take away four-lane highway but need to modify areas to make pedestrians walking in cycling safer. We cannot have cars parked in the cycling Lane
181	STOP TRYING TO MAKE IT ONE LANE!!
182	A stop light at the intersection of Warrior Way and Highway 50.
183	Off road parking is the biggest problem.
184	Expand to more travel lanes to avoid congestion and potentially more idling that causes runoff and damage to the lake
185	parking enforcement And higher fines. Create no parking zones At dangerous areas like the round Hill Meadow, and top of round Hill Pines.
186	Needs more speed control measures near Zephyr Heights and Marla Bay entrances. Trying to make left turns into Zephyr Heights are Marla Bay is dangerous because the traffic flow is going too fast
187	At stateline route traffic behind Harrah's and create a closed walkable street from Harrah's to Hard Rock Casino with traffic routed behind the cassinos.
188	Traffic ???? light at GWHS/ZCES EXIT TO highway 50
189	Beach visitors parking on the roadway is an issue in Zephyr Cove and now at Round Hill Pines
190	Put a light at lakeshore blvd zephyr cove. Cars rip down hill pedestrians can't cross cars can't make left or right hand turns. Speeds are safety hazard
191	
192	I live in elk point country country it seems there is a Gov conflict as to whom is responsible plowing elks point rd

193	Something needs to be done about the left hand turn into Round Hill Pines Beach. I have heard there is a discussion going on, but we need something soon.
194	Intersection improvements. A lot of neighborhoods entrance/exits are very dangerous and have not dedicated left in/left out. I think if you imprve the bike and ped facilites and transit, it will alleciate, or at least help out, with the roadside parking and unsafe access to recreation facilities, primarily the beaches at zephy cove, Round Hill Pines, and Nevada Beach
195	Lower the speed limit
196	reduce speed limit cave rock to stateline. add traffic light warrior way. if there is recreational parking, there should be garbage, toilet facilities provided. it would help if there was a left turn lane to enter Galilee. also the 28 entrance to 50 seems dangerous and accident prone.
197	Must have turn lanes or round about at multiple spots
198	Left turn lanes are needed. Also frequent highway patrol officers stationed at cedarbrook/Logan shoals
199	Traffic controls for Nevada Beach during high volume summer weekends. Ticketing/Towing of illegal parking.
200	Better traffic enforcement, safer ingress and egress from highway. Add a northbound bike path or lane between the casinos and Kingsbury grade (there isn't a shoulder there with the right turn lane, I ride part of the way on the dirt but then need to merge on pavement).
201	The list above tackles the critical problems.
202	There needs to be a transit system to drop people off, get people out of their cars. There should also be trash receptacles.
203	Cyclists and pedestrian desperately need a way to safely travel this corridor, and I don't think doing so on US50 is the answer.
204	Change the access point for Round Hill. That curve is too dangerous.
205	Bike path!
206	Public transit with frequent stops and consistent times are critical to improve this stretch. I would ALWAYS take public transit if it was a viable option. Parking shouldn't be allowed on the side of highways. Take a bus or walk/bike or don't come at all. Charge for ALL parking.
207	•Protecting residential streets and developments from intrusion of tourists who park anywhere possible. •Enhanced enforcement of signage and designated parking areas. •Improve parking OFF the road to enhance safety. •Designated shuttle drop off and pick up locations to eliminate roadside parking and pedestrian traffic. •Required traffic control officers in heavily traveled areas such as Zephyr Cove and Round Hill. •Make all parking mandatory paid parking along with entrance fees for pedestrians entering recreation sites
208	Protect residential streets from parking and traffic by supplying alternatives (park and ride/shuttles). Better control of vehicular and pedestrian traffic around Zephyr Cove Resort.
209	More signage for bikes and hikers; enforcement of rules of the road
210	Add traffic circles at side streets serving residential clusters (Glenbrook, Lakeside, Skyland, etc) these are traffic calming, K rail at centerline especially down Spooner and Cave Rock, pedestrian over or under pass at Zephyr Cove Resort, no parking at all along the highway, install off highway parking, ridged enforcement of no parking zones, increase NHP presence on Hwy 50 and 28.
211	I think NDOT should negotiate with the Forest Service to obtain land to make more off street parking available. If you can do it for Incline, you should be able to do it for the East Shore.

Round 1 Public Survey: Other Fields Input

	QUESTION 4: What forms of transportation have you used in this corridor in the past year? Check all that apply. [Other]
1	bike
2	Camper van
3	Heavy work truck 3+ axles
4	I use the walking trails many times a week
5	kayak
6	kayak, SUP and boat
7	Motorcycle
8	Motorcycle
9	truck & trailer

	QUESTION 7: What do you think are the biggest challenges facing this corridor? [Other]
1	45 mph limit
2	All of the above.....high speeds and turning off to your residential street for fear of being read ended or hit head on..... turning lanes would be very helpful toward safety
3	Beach parking on the roadway
4	Cars parked outside white lines
5	Cross traffic turning
6	dangerous left turns on and off the highway
7	Difficulties getting on and off HWy 50
8	Difficulty turning in and out of my neighborhood!
9	Difficulty turning in and out of streets
10	EXTREME NOISE POLLUTION
11	Four lanes plus ice insane
12	Freight
13	In need or proper left turn lane options
14	insufficient monitoring by hwy. patrol
15	Is it for Cove Corredor
16	Lack of law enforcement
17	Lack of traffic lights at dangerous or busy intersections
18	Lack of traffic signals at many dangerous access points.
19	Meddlesome DoT initiatives looking for problems where they don't exist And are doomed to make things worse if any nonsensical "blank canvas" foolishness is pursued.
20	more crowded every year
21	More lights to slow drivers down
22	Need middle lane
23	Needs left turn lanes!
24	no center divider
25	no turn lanes at multiple neighborhoods and businesses
26	No turn pockets
27	Noise /SPEEDING
28	Not enough lanes
29	On & off 50 to access residential areas i.e Martin St.

30	Road Bike People will NOT use a bike path; they feel like they are too good for that?! Make a wider Bike Lane on highway 50, NOT a bike path-trust me, it will not be used by road bikers!!
31	signal light at US50 & 28
32	Too many people
33	Too many people parked over white lines
34	Tourists that do not follow the laws
35	Traffic light @ GWHS
36	Traffic Volume
37	Trash violaters need to be ticketed
38	unsafe intersections
39	Unsafe parking allowed
40	visibility
41	warrior way and round hill pines interface
42	Zephyr Cove beach parking on 50 is a nightmare. Round hill pines access is deadly. Turn offs into residential areas is frightening with high traffic. It has to be one of the most dangerous roads in the country
	QUESTION 11: When thinking about recreation areas within the corridor, which do you use the most? [Other]
1	cave rock boat ramp
2	Cycling lanes
3	Dagget summit trails
4	Disbursed public lands lake access
5	I avoid the rest of this list because of traffic
6	I avoid these beaches because of lack of parking and access
7	I don't use any
8	I live here, but I really don’t use any of those recreation sites because they are dangerous to get in and out of and are overcrowded
9	I work full time and live here-I don’t get to recreate!!!?!!
10	Marla Bay
11	Marla Bay
12	NA
13	Need light at RH Pines, CavE Rock subdivisions
14	None, too many tourists.
15	other mountain bike trails
16	PineWild Beach
17	Presbyterian conference grounds
18	Private Marla Bay Beach
19	resident access
20	SUP Rentals are?
21	We don’t go out in the summer it’s too dangerous exiting PineWild and then re entering!
22	We live here fulltime
23	Whittell High, ZC Park, Disc Golf
24	Zephyr Cove Park on Warrior Way
	QUESTION 12: When accessing beaches within the corridor, do you: [Other]
1	Annual park pass
2	Annual Passes to NV SP and USFS Beaches

3	Buy a beach pass
4	Buy annual parking pass
5	Change my plans and leave the basin
6	Friends homes or go after hours when you don’t have to pay
7	Go by boat
8	I avoid these beaches because of lack of parking and access
9	I don’t go anymore
10	I live in Marla Bay
11	I live lakefront
12	Inuse the PineWild beach and paddle or boat to other beaches
13	park at Cave Rock
14	Park at Kahle medow parking lot
15	park at my husband’s work and walk
16	park on local streets NOT the highway
17	pay yearly parking pass
18	Residence at Elk Point
19	Season mooring parking
20	Use annual state park pass
21	Use private beach

Round 1 Public Survey: Other Issues and Concerns

No.	Comment
1	nope
2	Don’t add traffic lights at more intersections. There are already too many. Traffic circles are better and help control speed.. Outlaw parking directly on 50… it’s very dangerous!. Add center dividers on more stretches. Outlaw left turns from side streets with limited visibility. Add left turn lanes where possible. Martin Drive is a death trap! Left turns into Zephyr Heights are both really dangerous. If there was a traffic circle within reasonable distance I would never turn left.
3	Dangerous turn into and out of . Tahoe Glen Drive and all of Cave Rock left into Hwy 50
4	Please make it safer to exit/enter US50 from the Zephyr Heights community.
5	The excessive speed of traffic from Spooner Summit to Zepher Cove - usually 10 MPH over speed limit.. Please consider a concrete median from Spooner to Cave Rock.. Parking along Highway at Zepher Cove beach area very dangerous to pedestrians on both sides of the highway
6	It would be good to increase connectivity with Spooner Summit and the new Stateline Bypass road.
7	Extending Tahoe Trail to Zephyr Cove seems like it should be a major priority with more parking available near state line.
8	I have to drive this regularly, and every time you DoT folks get energetic about “improving” roads that work fine or “fixing” problems that don’t exist, my commute gets less pleasant.. You don’t need to use your imaginations and reimagine paradigms or whatever. Just do maintenance and leave otherwise functional and pleasant drives alone.. Leave it alone.
9	Ingress egress at the aces road to Lincoln Park subdivisions.
10	Make better/expand parking for Cave Rock, please.
11	Roundabouts or loss of lanes will result in more accidents, congestion and hinder emergency vehicles. Use adjacent land not highway for parking
12	PLEASE PUT STOP LIGHTS Along EVERY Intersection ON HIGHWAY 50!!!
13	Light at 50 and warrior way
14	Please slow down traffic on Kingsbury Grade too!! Or stop allowing CA plates on the NV side of the lake and all will be well!!!
15	Warrior way needs a light
16	Limit speeds of trailers. A friend of mine was clipped by a boat trailer and was almost knocked off his bike
17	Speeding is rampant. Turning into and out of side streets is extremely hazardous.
18	Parking to access the lake and it's surrounding disbursed public lands need to be maintained. Public agencies and non-profits have spent lots of funding and time acquiring land around the lake and access needs to be maintained and improved. Transit does not provide families reasonable access to the lake to carry kids and gear to enjoy lake. Please, please, don't take away road side parking without constructing disbursed parking areas. Yes safety is an issue, but can be addressed with Complete Street type improvements to allow folks to cross the road safely and to unload. Popular beaches is one way to enjoy the lake. Disbursed native areas also provide lake access to be enjoyed.
19	No

20	The safe entrance/exit of residents and visitors to Marla Bay, Zephyr Heights, and Presbyterian Conference Grounds is of high concern. SO MANY accidents (and a few deaths) have occurred there over the years due to the speed of traffic, inattentive drivers who rear-end those waiting to turn, overly-aggressive drivers who believe they own the road and those of us who LIVE there just trying to turn onto the highway (or come home) to go to the grocery store are in their way!! We need a safer entrance/exit solution from/to the highway. I have personally had drivers approach me at high speed (who came around the Presbyterian Conf. Ground point) as I was turning southbound onto the highway. Sometimes, the traffic is so bad that if I need to turn northbound across traffic (from Marla Bay) I turn southbound, drive to the Safeway parking lot and pull a U!! Also, if coming home from Stateline, I will pull into the Safeway parking lot, wait for the Elk point Light to turn red and stop southbound traffic before proceeding north to the Marla Bay entrance. This is ridiculous that I have to do that to stay safe!!! . . I'm tired of commercial and residential areas north of us (who, by the way already have their own safer ingress/egress options) disregard the safety and wellbeing of their neighbors to the south for their OWN selfish convenience!! I say immediately change the speed limit to 35 MPH from Zephyr COVE to Stateline and make it a "double fine zone" like is done in construction zones. How many more have to die so that the limo's and tourbusses take 5 minutes less to get to their destination??
21	Like a lot of other people I'm guilty of parking curbside to avoid fees, but this should be banned because it creates unsafe driving conditions and congestion. . . I think a separated bike lane should run all the way up to spooner, like the one from Incline to Sand Harbor — it would get a ton of use, reduce traffic, and should be the #1 priority
22	On highway parking is a huge concern. Also dangerous if there is a biker on the roadway as there is no shoulder and you need to pull over to the other lane but because the highway is windy you don't always see the biker until the last minute. Cars drifting over the center line is also a high concern of mine.
23	continue with the bike path on the east side- most everybody would support it and it improves safety and reduces parking concerns. Also consider a greater police presence due to common car break-ins.
24	I think it is fine the way it is.
25	Zephyr cove is the scariest area with cars parked on the highway; especially when bicyclists are also trying to navigate around the parked cars along with cars driving on the road.
26	Over tourism, to many people on roads that were not designed for it. There should be NO on highway parking. There should be no left hand turning without a designated turn lane.
27	This questionnaire lists "Safety improvements" and "Bicycle/pedestrian facilities" as though they're mutually exclusive items, when they're actually closely related items.
28	We rarely frequent the local areas on the weekends because of the crowds.
29	How many people have died on this road ? Speeding, drunk driving, lack of sanding on dangerous curves, poor snow removal, lack of police enforcement. Solutions are years overdue!!!! a 50 year resident
30	Please keep this a 4-lane road. Taking away travel lanes will NOT reduce traffic, just increase congestion and make people drive crazier than they already do. Please, no more roundabouts.
31	more parking at Kahle park
32	THANX FOR THE SURVEY AND KEEP UP YOU GOOD WORK. THANX YOU B&B
33	Left hand turns onto and off 50 feel extremely dangerous
34	Again, as stated above, entering/exiting Marla Bay and walking across the street. The new pedestrian warning light flashers are not very effective. Most drivers do not stop, and the lights are difficult to see during certain times of the day. When turning onto Lakeshore going east, it is scary. Drivers are coming from Zephyr Cove at a fast clip because of the downhill, those on the way to Zephyr Cove have started to increase their speed rapidly because of the hill. If they are not paying attention, those of us waiting for the traffic coming from zephyr are sitting ducks to be rear ended. You should try turning onto Lakeshore a few times over a few days, you will see what I am talking about. Make sure you keep one eye on you rreview mirror so you will be able to floor it in time!

35	Again, as stated above, entering/exiting Marla Bay and walking across the street. The new pedestrian warning light flashers are not very effective. Most drivers do not stop, and the lights are difficult to see during certain times of the day. When turning onto Lakeshore going east, it is scary. Drivers are coming from Zephyr Cove at a fast clip because of the downhill, those on the way to Zephyr Cove have started to increase their speed rapidly because of the hill. If they are not paying attention, those of us waiting for the traffic coming from zephyr are sitting ducks to be rear ended. You should try turning onto Lakeshore a few times over a few days, you will see what I am talking about. Make sure you keep one eye on you rreview mirror so you will be able to floor it in time!
36	Drunks from beach. Alcohol should be banned from beach. Too many road issues with impaired drivers. It is banned at Tahoe City beaches. Much fewer issues there related to impaired driving.
37	Pedestrians on US 50 during the 4th of July week in the area of Zephyr Cove.
38	Get the tourists off the side of the road
39	It can take ONE HOUR to travel from Incline Village to Spooner Summit in the summer due to congestion (Sand Harbor), roadside parking, shared use on the road (pedestrians and bikers), etc. DO NOT turn Highway 50 into the same problem....solutions much increase, not decrease, traffic flow through and around the lake area.
40	The turns at Zephyr Cove and Presbyterian Turn
41	no
42	Racing, speeding, congestion due to parking challenges. Incoming traffic challenges and risks. Please take a look at issues with Hwy17 from San Jose to Santa Cruz, CA!!
43	As noted above, the intersection of Lake Shore Blvd and Hiway 50 is horrendous. No resident feels safe entering or leaving the highway at that intersection--many of us drive to Zephyr and make a U-turn or use the pullouts until traffic eases. We have also learned to never drive in the middle lane because the risk of an on-coming driver crossing the dividing line, or stopping in traffic to make an illegal turn, is higher than average. There is no way to safely bike along this section--although people risk it daily which makes driving even tougher. In the winter, we have an inordinate amount of tourists who don't know how to drive and don't observe the speed limit--we need a lower limit throughout the area and better enforcement.
44	Marla Bay & PineWild Condos entrance - it’s very difficult to make either a right or left turn from Hwy 50 due to high speed drivers, no turn lanes, and poor signage.
45	Left turns, entry from side street
46	During the 6 to 8 months when recreational sites are not heavily frequented, it is still unsafe to make turns in and out of some residential areas. This should be the first priority.
47	Lack of left turn lane into PineWild going north on 50 is treacherous
48	Traffic light and turning into Marla bay and PineWild condos.....terrifying to make that left hand turn heading north on 50 in the summer...also a light onto route 50 from zephyr cove elementary school and the county tennis courts
49	Highway 50 between Safeway and Zephyr Cove Lodge is one giant death trap. Please for Gods sakes fix it!!!!
50	There is no turn lane into Pinewild/Marla Bay Area. There also should be a merge lane onto Highway 50
51	marla bay needs left turn lane and traffic light. zephry cove along highway needs to b a tow away zone with traffic control office on weekends
52	We live in Zephyr Cove and getting in and out of the community is very dangerous
53	Parking and access varies with time of day and date, difficult to provide for maximum usage every day People need to take responsibility for planning when they want to use the facilities
54	Eliminate parking along the highway by creating parking areas where people can access the recreation via foot or being shuttled in. Today, with the allowed parking, the conditions are a disaster waiting to happen. Someone is going to get killed and the blame will be on NDOT for allowing the parking to exist.
55	Safety is primary!
56	We’re fortunate via inheritance to be property owners in the area. We understand NDOt’s interest in beach access but ours is highway safety. It is so dangerous turning in and out of major areas, e.g., round hill, Marla bay, Presbyterian campgrounds etc We compliment you for doing this survey
57	I am an owner at Marla Bay. Lakeside dr is the road that turns into Pinewild & Marla Bay. It is dangerous to exit with no merge lane & entering with no turn lane.

58	The road is very dangerous. I would use a bike path into town if they were there.
59	No viable biking path across 50 even with e-bikes. No transit routes to popular hiking and no parking at trailheads beyond 5-10 cars (Skunk Harbor). Underutilized state parking lots - establish demand based pricing.
60	Very good survey questions. Thank You.
61	round hill entrance, warrior way entrance (safety improvement)
62	we need to balance the amount of parking along this cooridor. To many parking spots will result in over use.
63	Roundabouts are a good way to manage traffic without waiting for lights and they slow down traffic speeds. 50 in this corridor is very difficult to make any left turns and the traffic lights are miles apart.
64	Yes, most fatal accidents in the corridor involve impaired drivers crossing the center line. Increasingly, the concessionaires of the USFS beaches advertise alcoholic drinks as the reason for coming to their facilities. Round Hill Pines advertises to come to their bar for a "painkiller." ZC Sunset Bar has had 50-100 person drunken brawls break out this Memorial Day and last 4th of July. Then there are the casinos. No safety improvements or enforcement of rules will overcome this larger problem which is systemic and needs to be addressed. There are illegal fires and empty alcohol bottles strewn all over the beaches in this area routinely. USFS says they do not have the enforcement. Douglas County sheriff says Its not their jurisdiction on USFS land. Locals are putting out live fires 2-3 per week. NDOT is part of a larger system of agencies and land managers who need to take a hard look at what is actually underlying the lack of safety in this corridor. Throwing money at improvements in the road is not going to fix the underlying issues, although I appreciate and support your efforts in this regard.
65	Heading north on the Corridor, it is dangerous to turn left towards the Lake.
66	1) Zephyr Cove parking and pedestrians. 2) Round Hill access. 3) Spooner Summit interchange
67	The main gate area at Round Hill Pines. That needs to be completely redesigned. It always causes accidents...
68	Entering and exiting Round Hill Pines, use of cross walks
69	Slip lanes for left turns out of streets/recreation areas that don't have traffic control. Re-work the intersection with SR-28, the left turn from 28 to 50 leads to accidents and a lot of near misses. During the winter the sled hill parking area needs something. Once the lot fills up, families walk across US 50 to get to the hill. I've also seen families walking down the shoulder of 50 to get to sled hill, and up the ramp from SR-28 south to 50 Westbound.
70	The Zephyr Cove, Roundhill Pines area are way out of control with crowding and the sheriff's office can't effectively police parking violations.
71	Zephyr cove needs more parking or affordable shared transportation, Presbyterian conference grounds and round hill pines need left hand turn lanes and possible no left turn when leaving.
72	There needs to be better access to cross over 50 to get into residential areas.
73	Zephyr cove and round Hill pines are most packed with street parking
74	I am sure you will get many inputs asking for the speed limits to be reduced. I am totally against that as it will only make travel times longer and also encourage folks to become law breakers by traveling too fast for conditions. The main issue is education of the populace so they understand to slow-down when necessary and not to speed or drive after drinking alcoholic beverages.
75	Left turns into Marla Bay are dangerous, crossing the highway at Marla Bay is dangerous.
76	Turning into Zephyr Cove Home owners association is very dangerous with no turn lane and cars traveling to fast .
77	Refer back to question 9
78	As a local in Carson City, I typically go to Tahoe during off peak hours to avoid the crowds and traffic.
79	Parking and pedestrian traffic along the corridor have become increasingly more dangerous. People parking their cars within traffic lanes present a severe hazard. Generally, these same people have at least two wheels parked on loose soil which adds to the lake clarity issue. Those of us that completed BMPs at our own expense are left to wonder why we did when we see such egregious examples of poor outdoor stewardship from our visitors. We need to protect our precious jewel, Lake Tahoe for years to come. By limiting access to the Basin to a first come first serve basis, with limited parking, we solve the problem. Increase motor vehicle safety and reduce the environmental impact of humans on the area.

80	I think that a roundabout or flyover at the 28/50 interchange is vital for fast fire evacuation from the East shore and Incline Village.. This intersection is no different from what it looked like 50 years ago. I see back-ups there in the summer from people going left from 28 onto 50 eastbound.
81	make sure the pedestrian cross walks are well marked.
82	I've been a Zephyr Heights resident for 50 years. Egress from Zephyr Heights is very dangerous. Lakeview can't be used if there is any snow or ice and N. Martin/Lakeview has very limited visibility to the left. This, coupled with excessive speed have resulted in some very close calls over the years and it's getting worse.
83	Exiting Warrior Way is risky....and many of the drivers are high school kids!!!!! . Round Hill Pines needs a safe entry and exit accessibly from both directions. Zephyr Cove Highway parking should be eliminated. Separation of traffic directions would be better in icy conditions
84	keep 4 lanes, eliminate street side parking, reduce speed.
85	Heard for years of need for a stop light at Warrior Way.. Last winter, heard 2 projects were evaluated and scheduled for 2021 (1) Stop light at Warrior Way (2) New entrance to Round Hill Pines beach.. . With all the evaluations, planning, and decisions, why start again with a clean slate ? Take action based on previous planning, no need to start over.
86	speeding motorcycles that dart between cars!!
87	Physical barrier in the center. Left turn pockets at major/busy side streets. Dedicated access lane for bicyclists would increase safety for both motorists and bicyclists. Speed limit/radar signs at more locations. Similar to existing sign westbound from Elks Point. Add traffic signal at US50 and SR28. Traffic gets backed-up Eastbound SR28.
88	Please consider a buffered center lane - more space between oncoming cars would make the roadway safer
89	Area from Zephyr cove to the Presbyterian camp is most important
90	Lack of Parking at resorts
91	The intersection at Lake Shore Dr. and Hwy. 50 in Zephyr Cove is very dangerous
92	I've been a full-time Tahoe resident for nearly 20 years, always residing in NV. When I lived in the Stateline/Roundill area, the highway safety issues weren't a priority--my commute was. However, I have now lived in the Cave Rock area for 14 years, driving up and down the highway on average 6 times a day. This is a lethal highway and I am filled with fear and dread every time I put my kids in the car. I've had more close calls than I can count, I hear sirens daily and I know multiple friends and neighbors who've been in accidents. I drive 50-55mph and am subjected to road rage almost daily with the average speed of 65-70mph. I cannot pull into or out of my neighborhood safely, despite taking all precautions. Residents from north of Skyland to Lincoln Park have to use the Hidden Woods turnout or the Cave Rock turning lane just to get home. I honestly and strongly feel that taking the road down to 3 lanes and providing a safe turning lane for all residential areas is the only solution that will save lives, and my kids lives are worth the 2 extra minutes to the commute. People argue this is a highway and needs to be 4 lanes, but most highways don't have the same amount of traffic, distractions, recreation that encourages impared driving and unsafe access to a high number of residential areas. Compare it to I-580 and we would need overpasses, merging lanes, etc... or just make it 3 lanes and solve most problems like the rest of the lake already has.
93	Just the issues in question 9 and the parking along the road for ZC Beach. Always afraid we are going to hit someone getting out of their car. Almost rear ended someone who darted in to a parking spot there real fast with no blinker just 2 days ago.
94	Limit visitor traffic into the basin. Tahoe is undeclared national park and many limit visitors. . . California and Nevada need a mutual basin transportation fee system to help support not only the roads, but pollution from roads (rubber, vehicle oils) that end up in the watershed when it rains, and general auto pollution that is killing trees along side the highway that increases the fuel loads and fire Hazard. . It's time to bring bring the basin into the 21st century being sensative to residents and make visitors pay to travel in the basin.. . Funding... implement a toll. $10-25 day use and $25-50 weekly use for out of state (unless living in the basin or have a Nevada license showing address within 75 miles)... $100-150 yearly commuter and $50-75 yearly Resident pass
95	Please focus on improving safety coming in and out Zephyr Heights and ZCES and Whittell. I am considering moving away before my teenagers are driving age because of the dangerous roads. I don't want them to drive unless improvements are made. Thank you.

96	I don’t have a problem with parking as I plan to go places before the hoards roll in.. this is a big adjustment for me in the summer, but if I can’t enjoy Tahoe there is no point in living here... the wages certainly are no incentive. . . Parking on 50 all around the lake is a big safety issue, I dread going anywhere but work to home on the weekends... I understand people want free access to beaches but using and trashing facilities has to stop.. Tahoe’s over tourism ruins this beautiful place for everyone..
97	Would love to be able to access more of this route on foot or bicycle. I recognize this is not an easy or inexpensive endeavor. Parking along the route is sometimes downright death-defying. Any improvements will be noticed and appreciated. I would (and maybe others would as well) be willing to park at a "remote location" and take a shuttle bus to beaches, etc. on crowded weekends. What if this service was made available for just the 6-10 busiest weekends in the summer? How much of the traffic is made up of people driving around and around looking for parking?
98	We need more stop lights at cross streets.
99	Zephyr heights we need a light coming on to 50.
100	A traffic light is needed at the intersection of 50 and zephyr heights
101	None
102	Freight and ITS
103	Very dangerous roadway parking in front of Zephyr Cove Marina - needs to be a no parking area for the whole stretch
104	In winter we’re unable to use lakeview st by pine cone resort due to ice and sign that says don’t use because cars slide onto hwy 50. Only option is to use N Martin dr and it’s extremely dangerous! See above details. Please reference all the accidents and fatalities that happen every year at these 2 intersections!
105	See concerns above.
106	Concrete barriers between northbound and southbound.
107	Don’t make Hwy50 a two lane highway. The traffic would be backed up in the event of an accident or FIRE danger, leaving the homes and businesses vulnerable. I’ve lived here 33 years, and the only thing I would like to see, is a flashing red light, requiring a stop, at the turnoff to Zephyr Heights onto N Martin Drive., from Hwy50.
108	Perhaps a two way bike path on the lake side, separated from a two lane highway with some sort of median on the mountain side and then a large round about at Spooner Summit as the 'T' is currently very dangerous. Thank you.
109	Parking along zephyr cove beach is an accident waiting to happen!!!!
110	We need all 4 lanes. We need all four lanes if there is a fire here How will we all get out with only 2 lanes. And we do not want roundabouts.
111	We do need seed limits lower in more populated areas. We need all 4 lanes and we don’t want roundabouts.
112	Recommend implementing a project similar to to the ones completed in North lake area, Incline to Sand Harbor. Most residents and tourists would like a bike or pedestrian way to circumnavigate the lake without a motorized vehicle, which would remove cars from the roads, improving air and water quality, and summer road rage.
113	Noise Abatement among the Glenbrook/Cave Rock four lane highway is urgent. The valley shakes with traffic noise. It's environmental pollution and dangerous for residents and wildlife. I've seen bear cubs stuck in middle of highway...deer etc. The Glenbrook area was not designed for high speed 4 lane highway. There are many ways this can be addressed. It's big environmental issue now.
114	Three or four additional parking spaces for non-motorized watercraft user could be created at Sand Harbor simply by moving the Handicapped spaces from the non-motorized area over to the two trailer spaces closest to the beach and re-striping. This would increase the number of spaces for non-motorized users by over 30% while only reducing trailer spaces by less than 3% (2 of approx 70). These spaces have been blocked for the last couple of years for park constuction storage anyway. It would also put the Handicapped spaces closer to the beaches and provide a safer road crossing to get there. The non-motorized spaces are full by 8am on all good weather days - but even the trailer advocates admit that those spaces only fill up on major weekends.
115	Overcrowding of beaches due to Highway parking. It’s unsafe and people breach private beaches.
116	Slower traffic, barriers between traffic, light at zephyr heights

117	Lane reduction and roundabouts are bad ideas for this corridor. Need dedicated bike lanes off the road. Need Zephyr Cove Resort to fix their parking problem on site, not rely on shoulders for parking (maybe find a different place to store the busses and increase number of parking spots). Winter accidents are frequent, mostly due to icy conditions near curves and people driving too fast with the wrong vehicle/tires.
118	parking on US 50 between Skyland and Zephyr Cove Resort is becoming a hazard as tourists park on either side of US 50 wherever they can find space to avoid parking at the Lodge and then cross the highway to get to the beach/shoreline. Holidays like July 4th are particularly bad and hazardous to locals/property owners. Need to find a way to deal with this issue even if it means ticketing cars. This is also a fire hazard as people walk through the forest and down to the Lake and start campfires on US Forest Service property.
119	Light at Warrior Way
120	Parking at Nevada Beach and Round Hill Beach is usually unavailable. Street parking or Safeway parking is the unavoidable alternative.
121	Speed enforcement need to improve. Too many people exceed the speed limit. It is a constant problem.
122	High vehicle speeds between Roundhill and Zephyr Cove resort.
123	When the rockslide by Cave Rock occurred and traffic was reduced to one lane in each direction, I never once experienced a delay. Too many accidents and fatalities on this road. Four lanes of traffic does not work!
124	Safety
125	prohibit parking on the highway. Consider additional traffic lights
126	No
127	Maintain 4 lane highway for escape routes during forest fires
128	I did not make alternative transportation a priority as there are many ways to do this. some I would prefer. Others I would not use. Also I would much rather have US 50 be 45 mph from Spooner to Cave Rock and then have it slowed down until South Lake. maybe a lower speed limit, or round abbots, signals, or? I don't know if you do near miss studies. What I mean by this is installing cameras to see where there are are near misses, regularly. My sense is that turning left into Round Hill Pines and Lake Shore Blvd have lots of near misses. Its frightening.
129	Do NOT reduce travel lanes to two.
130	I think there needs to be a traffic light at the entrance to Zephyr Heights and Marla Bay. I also think that the speed limit should be lowered to 35 mph along the entire corridor as there are many turns on the road and entrances and exits to neighborhoods that are very dangerous when people are speeding. I also stated above that there should not be any roadside parking allowed along the highway corridor. If there needs to be offsite parking and shuttles to the beaches when their parking facilities are full then I would be in favor of that.
131	Just a thank you for the plan of putting in a signal at Warrior Way. Long overdue.
132	Visitors will park anywhere they have to. If designated parking areas are full for recreation areas, they are simply going to park illegally and take the ticket. Designated parking areas (pay or free) must be located adjacent to protected bike paths to recreation. Finally, the amount of traffic noise and pollution is unacceptable. I hear cars, trucks and motorcycles racing speeding on hwy 50 as early as 0500.. I would gladly accept and longer travel times if it were safer than now.
133	NOISE ABATEMENT AND SPEED CONTROL. The traffic over the last 4 years has become increasingly worse. We suffer 24/7, the extreme sound of speeding vehicles and trucks airbrakes, polluted highway air and continual accidents outside our house and all along this stretch of highway. It is often difficult to get to work at Round hill as accidents block the road so frequently.. When snow barriers build up on the sides of the roads the general traffic sound is reduced, but instead there are sirens for accidents all the time.. It is dangerous to turn out or into our entryway. The noise is so bad we cant sleep with windows open.
134	Parking on the side of the road US 50 at zephyr cove / RH pines and driving thru that area. It’s terrible open car doors pedestrians crossing the road. Traveling thru the area by auto at a high rate of speed and coming around a corner / over the hill it’s dangerous
135	We dont want roundabouts and we like having all four lanes.
136	Less cyclists!!!

137	Do NOT reduce number of lanes in each direction. That will be a disaster. That’s it. It’s Highway 50! It needs 2 lanes each direction!!!
138	Stop lights needed at lake village, left hand turn lanes needed up and down 50
139	Marla Bay has 238 residences on the lakeside and an additional 20+ on the opposite side (Zephyr Heights). At this intersection there are two busy restaurants and a motel. Yet we have no turn lanes and a 45 mph speed limit. Very treacherous area for residents to turn. We need turn lanes, reduced speed limit, digital speed indicators, better signage and consistent police presence. Thank you!
140	Mostly the SPEED PROBLEM.
141	Fix the bike path/sidewalk in front of Edgewood, between Kahle Drive and the casinos. It's deteriorated into a gravel path with random utility pits.. . The Stateline to Stateline Bikeway is crucial. I've almost been run over multiple times just trying to get to Zephyr Cove from Stateline, and I refuse to jeopardize my life anymore by riding on the road. In the summer I can ride dirt trails, but in winter I have to drive.. . The bikeway MUST be grade-separated. A white line doesn't deter inattentive drivers. Furthermore, bikeways need snow removal in winter: I don't stop needing groceries or the post office because it's snowing!. . The existing segment from Incline to Sand Harbor is amazing, and we need more like that. Connecting Skyland and Zephyr Cove with Stateline should be the first priority.. . If there is to be transit on the US50 corridor, it NEEDS bicycle capacity. Two bikes per bus (= 2 bikes per hour) is a cruel joke and makes it impossible to depend on getting on the bus, which means it's useless. ("Hey boss, I can't go to work today because the rack is full") Buses need a TRAILER with at least 12 bicycle capacity, preferably 20, and a prepaid reservation system so people can depend on getting where they need to go. The Transportation Plan itself says that "bicycles are the most preferred mode of travel in the Tahoe Basin." I've been telling the TTD this for ten years...but every time I make headway the person responsible leaves, and the people remaining all tell me that "we're not in the business of transporting bicycles" (direct quote), meanwhile lamenting that the farebox recovery ratio is under 5% and they wish they could change that. Service has been cut and cut because they can't get anyone to ride the bus. After ten years of being randomly denied boarding at all hours and days and seasons (and having anti-bicycle bus drivers simply refuse to pick me up, even when there's rack space) I've simply given up trying to ride the bus at all! I'm far from the only one.. . ANY WORKABLE TRANSIT SOLUTION IN THE CORRIDOR MUST TRANSPORT BICYCLES. PERIOD. It's over a mile from the highway to Nevada Beach. People want to ride their bikes. If they can take a bus up Spooner Summit or Kingsbury Grade and ride their bike on the Rim Trail, we'll save uncountable car trips. But the first priority is the bikeway to Zephyr Cove and Cave Rock.. . Parking at Zephyr Cove is a mess all summer. There should be angle parking off the road -- and, again, a grade-separated bikeway.. . Thank you!
142	I feel we need allot more parking in the casino areas. With the event center going in parking is a huge issue (not very well thought out).
143	Bike & pedestrian lanes should not be routed thru residential communities. Highway 50 should be reduced to 2 lanes in this corridor, with a center turn lane which would provide ample space for a dedicated bike and pedestrian lane. It would also slow traffic speed which is critical. Dedicated bike & pedestrian lane should be separated from auto lanes via attractive barrier.
144	Southbound Hwy 50 downhill near Round Hill is very dangerous when there is snow and ice. Pedestrians need a safer way to cross Hwy 50 from Warrior Way to access Zephyr Cove Beach. Build better pedestrian/bike crosswalks, over or underpasses across Hwy50 near popular sites. Save lives!
145	When planning for the future, many agencies underplan. Therefore, when the improvements are finally completed in 10-20 years, the changes are still not adequate for the larger population and increased demand. Try to avoid making that mistake, and utilize national. forest lands for expanded parking lots, etc.
146	Traffic signals. Keep two lanes both directions.
147	If you have been surveying the area, it is pretty clear the potential for T bone accidents, car vs people accidents, illegal parking and people walking along the highway. bikers in all these situations are in great peril as well.Reduced speeds help somewhat, but honestly not enough.
148	There is a huge pothole at the entrance of Lincoln Park Circle
149	Please prioritize the environment and natural features in any planning. These are our greatest long term asset and must not be sacrificed to enable increased human traffic.

150	We live in Zephyr Heights - 1) There is no safe way out of the neighborhood due to high speed/high traffic on Hwy 50. We need traffic lights installed at both exit intersections. The exit at Lakeview Dr in front of Pine Cone resort is a sheet of ice in winter - something needs to be done to bring the residents onto the road more safely 2) Several sections along this corridor should have a divided highway. Too often we see drunk drivers, distracted drivers (on their phone, looking for directions, lost), bad drivers, and incidents due to the conditions (snow/ice) ..... the opposing traffic crosses the center line 3) We cannot cross Hwy 50 safely anywhere near the community to access the closest lake entry point (Round Hill Pines bike path starting point) 4) The start of Round Hill Pines bike path which is access for our community from here to South Lake Tahoe via non-motor means does not have parking.
151	Access for references to Elk Point due to street parking for Nevada Beach.. Relocate access to Round Hill to improve sight lines.
152	Beach parking around the schools on Warrior Way when the schools don't get out for summer break until mid-June. Access to schools when traffic is going highway speeds. Finding parking at recreation sites.
153	Amount of Accidents at the North Martin access point, Lakeside almost impossible in winter forcing residents to use the dangerous . access.
154	The turns off of Highway 50 into Marla Bay and old Zephyr Cove must be made safer. Please enforce the speeding laws and stop people parking along the highway. Our community needs your help.
155	Bicycle lanes would be nice
156	Speed, visibility and left turns off 50 and onto 50. Drivers are not paying attention and driving too fast. Need dedicated left turn lanes turning off 50.
157	Widen the east shore and connect the bike path from sand harbor to round hill.
158	Mainly safely entering and exiting streets onto highway 50.
159	Traffic safety grants to law enforcement for speeding and parking. Turn 50 into a toll road for non residents to pay for all improvements
160	Making the roads safer is #1. Putting stop lights where there are crosswalks is #2. Putting a divider to prevent head on collisions #3. Thank you!
161	I'm most familiar with Nevada Beach and the national forest land adjacent to the beach (I walk there nearly every day).. Issues I see: Huge increase in off-season visitors who are leaving their trash on the beach, in the woods and in the vacated campground. Sadly, off-season visitors are also defecating in the woods. Having no bathroom facilities nearby during the off-season is an enormous problem. Also, there's been a huge increase in off-leash dogs and accumulation of dog poop that their owners don't pick up. These trends will eventually result in irreversible ecological damage and threats to public safety. Sad.
162	It is so dangerous living in Zephyr Heights to get out onto Highway 50. There are only 2 entrances and exits--one at Lakeview (intersection of Marla Bay, Zephyr Heights and Pine Cone Resort) and one at North Martin. In the winter the only way in or out is at North Martin. It is suicidal to turn left from North Martin onto Highway 50 and practically impossible to even turn right and not get rear ended with that blind curve in the road. Traffic signals would solve the problems immediately!. The other major concern is the lack of parking for those people who want to go to the beach. We must have a parking lot for everyone to park and take a shuttle to either Zephyr Cove Beach, Round Hill Pines Beach or Nevada Beach. Can't NDOT purchase some Forest Service Land and build a parking structure or parking lot to for the residents and tourists who want to spend the day at the beach and shuttle them back and forth?
163	Said it all in question 9. Thank you.

164	The tourists often park very irresponsibly on the stretch of 50 from Warrior Way to Round Hill Pines and pop out of their cars next to traffic or slow traffic to a stop while they parallel park, or they walk in large groups along a narrow road that is not safe for pedestrians because they parked so far away from where they want to be. I know the demand among visitors is high, but I think a key tool to increasing safety along that corridor would be to eliminate ANY parallel parking along the highway. . Where to park? If we can't make them park in San Francisco (and stay there), then do more creative things like setup a shared-use lot with ZCES and Safeway, buy that ramshackle building at 615 Hwy 50 and convert it to a parking structure with a shuttle pickup, cut into the forest (I know) along Zephyr Cove for more spaces, add spaces at Round Hills and Nevada State Beach, finish the pad in front of Safeway to be a paid lot with a shuttle. Or even the front half of the Safeway lot is used inefficiently and could be re-thought for better parking. Find a large space off-beach (maybe at the Sheriff's two-level lot by Kahle, or Whittell or Spooner) and offer a shuttle to the beaches from there. . We could go the route of national parks and allow a set number of parking passes at key entry points that is equal to the number of real spaces available at their destinations, then allow zero parking along 50. Give big fines, tow cars, put out a publicity campaign to inform about no more parking along 50, shuttle service and limited quantity passes. . There. Solved. . Good luck. It's a big and important problem. Thanks for looking at it.
165	Expand free off street parking at Zephyr Cove, or make a parking lot off Warrior Way after the stoplight is installed w/crosswalks.
166	Desperate need for a traffic signal at warrior way
167	Lack of public transportation to reduce the congestion around the lake
168	Center divide will save lives. The data from the last 10 years proves this
169	Zephyr cove stretch
170	Being able to access recreational via bike or foot.
171	I'd love to be able to safely bike to these locations
172	Adding a toll booth could: reduce traffic, reduce reckless and drunk driving, reduce crime, and generate revenue to be used for environmental protection and additional future improvements.
173	Extend the bike-ped path up the west side of US-50 to Zephyr Cove or Whittell High School or Skyland or Lakeridge or around Cave Rock or Glenbrook or up old US-50 or to Spooner Summit Trailhead. Not as a bike lane on US-50, but as a separate pathway.
174	End of the day, we have to do two things, immediatly greatly increase enforcement of traffic rules and the second is to find a way to reduce the number of cars on the road. I believe the most effect is to work with other government entities in the Tahoe area to charge a fee for all vehicles entering the basin. And make the fee high enough that it reduces the number of vehicles entering the Basin. Something like the fees charges to enter Yosemite. And then we can use that money generated to fund necessary roadway, drainage improvements and potentially affordable housing for the workforce we need. I cannot stress how important it is to take bold action now. More people are going to die and or be seriously injured along this corridor. There is no alternative way for my family to get to the grocery store, medical care, restaurants, ect outside of using this corridor. We limit trips and try not to leave the house on weekends during the summer due our perception of the safety risk of driving in this corridor. When my wife and I had our first kid a few years back, the first thing I bought was a new car for my wife with my primary criteria being it had to have a five star crash test rating as I am terrified of this corridor. I just want to have the ability for my kids to safely go to school and my wife and I to safely drive to work. It's gotten to the point where we are considering moving because I view the danger of having to drive this corridor multiple times everyday as being a significant life/safety risk

175	Speed and safety is a huge Concern, for left turns into RoundHill pines, Left turn from Zephyr cove elementary, and most of the corridor . Slowing down traffic and making turns more easily accessible is the top priority . Offering safer parking will help traffic flow, I often see people run across the highway ta ZC beach, or stopping in the highway to find parking this area is a huge concern for safety of locals, tourists, school and the fire station. . A bike path would be desirable and could help reduce car traffic, and a plus for locals to access beaches on foot or bike . Public transportation doesn't exist in Thai area and could largely benefit . 2 lanes should be reduced to one, with turn lane to reduce speed and keep flow consistent. Add roundabouts and traffic lights for safe pedestrians crossing . There needs to be more parking for popular recreation areas, people parked illegally and dangerously along the highway is so dangerous for young kids and animals
176	I do commercial snow removal for about 70% of the neighborhoods in this corridor. The only real solution without wasting tons of money is to narrow the road to 2 lanes. Most people drive like this in the winter anyway. The only new danger would be passing lanes and people wanting to speed there. Beyond Glenbrook north there is no need for 2 lanes and can return to 4.
177	Fatalities from head on collisions. Especially on curves. Add barriers.
178	NDOT should do a better job of snow removal. I've driven Hwy 50 when there were ~6 inch snow ruts on the road and the road had not been plowed.
179	keep the route 2 lanes each way with left turn lanes at the busy places, ie round hill pines, presbeterian street
180	Parking on 50 from Skyland to RHP...so dangerous.
181	The roundhill entrance, dead mans curve at Lakeridge, new driveway for housing at cave rock, logan shoals, i drive this road daily for the last 45 years it is very bad, we need more signals and lower speed limits to save lives, i have lost a lot of friends over the years on this road and now i fear for my children and grandchildren that travel it daily, stop the slaughter and slow people down, Terry Marino 775 901-0965
182	The bike trail to RH pines is great but how do my kids safely get there? It needs to continue.
183	What are you wait for, the community has already told you to not reduce the number of lanes for bikes. That you need to increase parking and not let cars park along the side of the road. If you can increase bike paths without reducing lanes for cars, go for it. But take care of the parking first.
184	hWY 50 and Lakeview hwy 50 and Martin
185	DO NOT, under any circumstances, even consider narrowing the driving lanes -- as you did last time. That is a terrible idea beyond words.
186	Highway 50 it's a super popular cycling route around the lake most of the year and e bikes and electronic green scooters are getting more and more popular. . The stretch from Sand Harbor to Stateline Nevada, (South shore) has many dangerous areas that are impossible to drive safe as the bike lane narrows to zero along guard rails. Also because of Hwy 28, Zephyr Cove Resort and round Hill Pines beach parking next to the highway there is no 100% safe way to ride a bike along the traffic. Parking for the beaches needs to be at the beaches and not on the highway. 6 inches from every lane should be reduced so we can have bike lanes that are at least 2 feet wide. We need signals at warrior way, Lakeshore Boulevard at Marla Bay and some type of warning system into Roundhill Pines
187	PEOPLE WALKING ON HIGHWAY; STOPING THEIR VEHICLES BACKING UP AND PARKING WITH HALF OF THEIR BACKS STICKING OUT ON THE HIGHWAY?? TO GET TO BEACH WHEN THERE ARE CLEAR SIGNS OF "NO PARKING";CYCLIST NOT WANTING TO USE BIKE LANES AND STAY ON HIGHWAY. IF THIS IS NOT ALLOWED IN FREEWAYS WHY IS IT BEING ALLOWED ON THE HIGHWAY, IT IS DANGEROUS, RECKLESS, UNRESPONSIBLE.. NEED THERE BE SAID MORE? AS A RESIDENT THIS IS A HOT TOPIC AS YOU CAN SEE.
188	The area between Nevada Beach and Roundhill Pines Beach as well as Zephyr Cove Beach.
189	My main concern is that too many signals are being put up causing traffic to be slowed. This corridor is the main link between South Lake Tahoe and Carson City/Reno where most locals have to go for our doctors appointments and shopping. Having to stop all the time will increase pollution from vehicles and cause people to drive faster to make up lost time.
190	Roads become too congested already. Confining them to one lane in each direction would only show things way down and cause more runoff in to the lake.
191	Consider the additional trash left by people parking illegally

192	Put in a traffic signal near Lakeview Drive/Marla Bay and the pedestrian crosswalk. There are 199 homes in Zephyr Heights and 109 in Marla Bay. Making a left turn into these areas is dangerous. Motorists are driving too fast and not paying attention resulting in numerous traffic accidents.
193	Round hill entrance needs a turn lane. Biggest issue, is also hardest issue to control, people driving like crazy. Going, way, too fast. Road parking along zephyr is ridiculous, either there needs to be official road parking that's paid or an overflow parking area. A bike path off the road would be sweet if it's feasible
194	what will be the impact to property taxes for homes in the area?
195	DISCARD THE IDEA OF ONE LINE UP AND ONE DOWN, WE LOCALS COMPLETELY OPPOSE TO THE CRAZY IDEA!!!
196	It’s apparent you are focusing on recreational aspect when residents focusing on day to day safety … taking down the blinking pedestrian sign years ago from lakeshore blvd zephyr cove was a big mistake. Need a light
197	Fix parking on elks point rd for people going to Nevada beach. Figure out safe way for people to turn into round hill pines
198	It’s terrifying driving from zephyr cove to Round Hill. People drive way too fast, there are pedestrians darting out into traffic, people parked over the white lines. I feel trapped in my house because it’s not worth the risk to drive myself and my two children to the store. The parking at zephyr cove and on Warrior Way is out of control. I’m a teacher at the local school and we are in session until late June but you’ve got beach goers parking up there when people are trying to pick up their kids. It’s a nightmare trying to get out. And it’s just too overused with all the cars, bikes, pedestrians. Which lane is the safest to drive in? I’m scared to drive in the fast lane because I’m worried about a head on crash, and I’m scared to drive in the right hand lane because of all the cars parked on the side, bikes, and people walking in between cars. So which lane is safest? There are simply too many cars on the road in the summer and no place for them to park. Speeds are too fast and I’ve seen very little officer enforcement unless it’s a holiday weekend. I’m also tired of people making the entrance to Skyland a turn around spot. It’s hard enough to get out of there without beach goers swinging a U and clogging the entrance. I make a once a week trip to carson to get groceries and beyond that, I try not to leave my neighborhood. I hate feeling trapped, but it’s just too dangerous.
199	Not at this time
200	thank you for any improvements to traffic safety in this corridor. If there is an accident in this corridor it seems traffic comes to a total stand still which can be a safety issue. also in the winter this corridor does not seem to get good snow removal. thank you for the traffic cams.
201	WANT turn lanes, roundabouts or some other SAFE way to turn across at RHP, ZH, PCC, and other neighbor hoods. I think it is criminal the way North bound traffic turns into Round Hill Pines. Having a stopped vehicle at a blind spot at the top of a hill where cars are traveling 50+ mph to come to a complete stop. At least put a NO LEFT TURN ZONE there.. Put any bike trail AWAY from the road.
202	the need to make route 50 more driveable/faster for people going back and forth between the lake and the valley so that all the traffic doesn't go roaring up and down route 207
203	We have been rear ended trying to turn left onto our street. Every time I try to leave my street it is very dangerous due to high speeds of cars traveling on highway 50
204	Out of control speeding on highway 50 from intersection at Kingsbury Grade to intersection of 50 in Carson City. Most dangerous in winter conditions (snow/ice) to drivers not use to winter driving. On holiday weekends, Nevada Beach access must be controlled. Any and all surrounding areas become clogged with illegally parked vehicles. In the event of a fire or medical emergency, timely actions by first responders is hampered or prevented. At some point the safety of people has to be more important than the revenue fed into the local economy. I no longer feel safe riding my bicycle anywhere in the Tahoe Basin. Riding between Spooner and Kingsbury, in either direction, is the most dangerous.
205	Boat trailer parking at Cave Rock is very dangerous for all. The trailers are parked willy nilly all over the streets, curbs, driveway entrances, through the tunnel...which forces the boaters to be walking back thru the Cave Rock tunnel to get back to Cave Rock State park! Deadly! . A biking 'by pass' around the Cave Rock tunnel must be built. Insane to subject bikers and auto drivers to "Cave Rock Roulette' of death. These bike 'by passes' are built all over Europe. Safety for all, the bikers and the auto drivers.

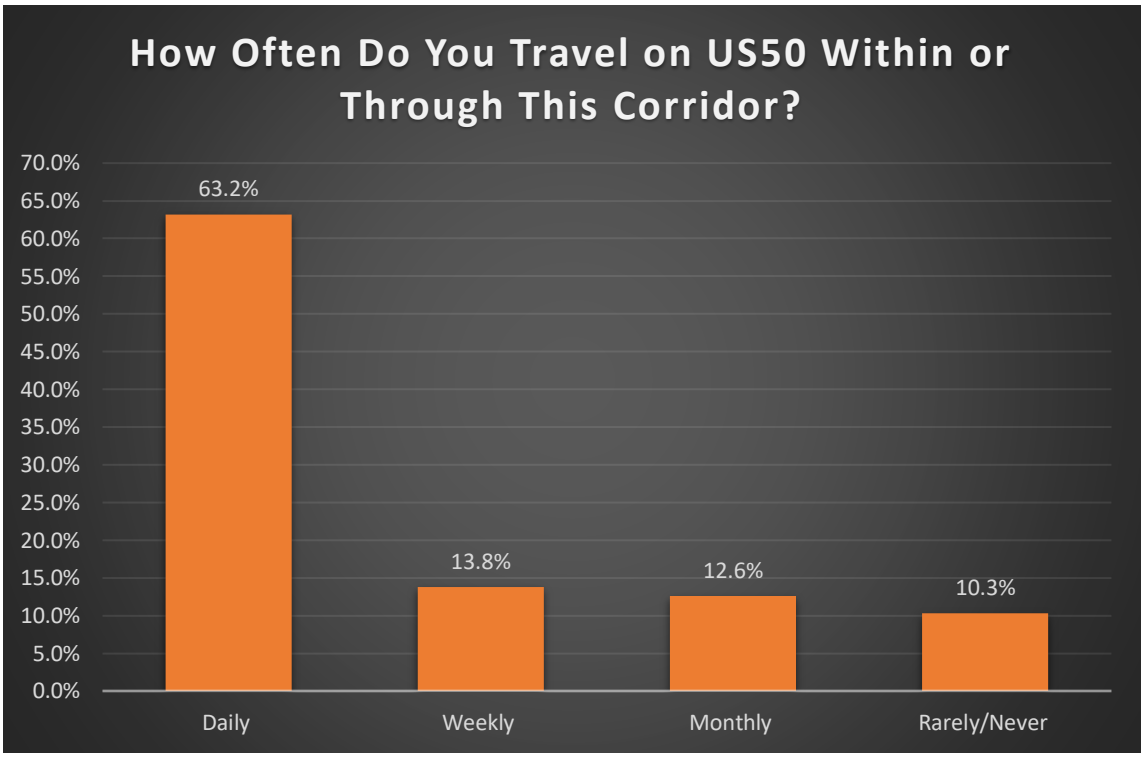
206	east shore highway parking makes me never want to go to this part of the lake during the busy season. However it is the most beautiful part of the lake in my opinion. Sad that locals cant enjoy it during busy season without arriving at 7am
207	1) I will not bike past the beaches from South Lake anymore. I was nearly killed last year biking on US50 when I was in the right lane, a car tried to pass me (in the same lane!) and the shoulder suddenly disappeared at the same time. Cyclists and pedestrians need a separate path between South Lake and Spooner, and I won't bike past the beaches again until we do. Which is incredibly sad, seeing as the world is burning due to CO2 emissions and how much we care about lake quality. Why don't we have safe infrastructure for cycling, scooting and walking?. . 2) Difficult parking is not a bad thing. If we needed to provide unlimited free parking to every American, no matter where they were going, we'd be paving over all of Tahoe. Difficult parking encourages people to use other modes. Rather than just adding parking, I'd rather see us invest in alternative ways to travel that don't need huge parking spaces (like bikes or scooters), and I'd like to see us price the parking appropriately.
208	I've heard some want to reduce the highway to 2 lanes. That would make traffic much worse and dangerous. Who comes up with ridiculous ideas like that?
209	This area is terrifying to be in on foot, bikes, or driving. Driving speeds are way too fast and the road feels tiny with hundreds of cars parked on the highway for beach access (especially Zephyr Cove and Round Hill Pines). This should not be allowed. How many fatal crashes in this corridor do we need to see before we do something?
210	WE are extremely concerned about the "overflow" from the Cave Rock State Park into the residential areas of Cave Rock Estates. The State Park Ranger has posted signage to re-direct visitors to the Cave Rock Trailhead away from the State Park (with $10 parking fee) into the Cave Rock Estates (advertising "free parking") --- not acceptable for those of us who are residents of Cave Rock Estates. We note that most vehicles are registered in California, and are contributing nothing for their use of these facilities.. . Zephyr Cove Resort should be required to employ and post traffic personnel surrounding the resort, as the parking and pedestrian safety concerns, not to mention the congestion at the signal which further jeopardizes the safety of everyone who must use this road to access services outside of neighborhoods. It is frequently the case that the congestion in the Zephyr Cove Parking Lot (ingress and egress) causes many cars to be "sitting idly" on the highway while cars at 45 mph come around blind curves. In addition to the use of personnel, additional flashing signage could enhance safety in this area.
211	Imho, most traffic is from CA plated vehicles using the streets/highways/beaches for free…ALL parking/shuttle service should be fee based.
212	Tahoe is a national treasure. The jewel of the Sierras it is called. IT IS NOT an amusement park for self absorbed flat landers who could give a rats ass about lake clarity, pollution, trash, quality of life etcetera. Full time residents and land owners are the caretakers of this special place. Emphasis should be placed on making Tahoe a safer, more accessible for those of us who live here and take seriously our responsibility of stewardship of this special place. This should be the overarching philosophy of the design of enhancements to the Lake Tahoe environment.

B – Round 1 Recreation Survey Responses

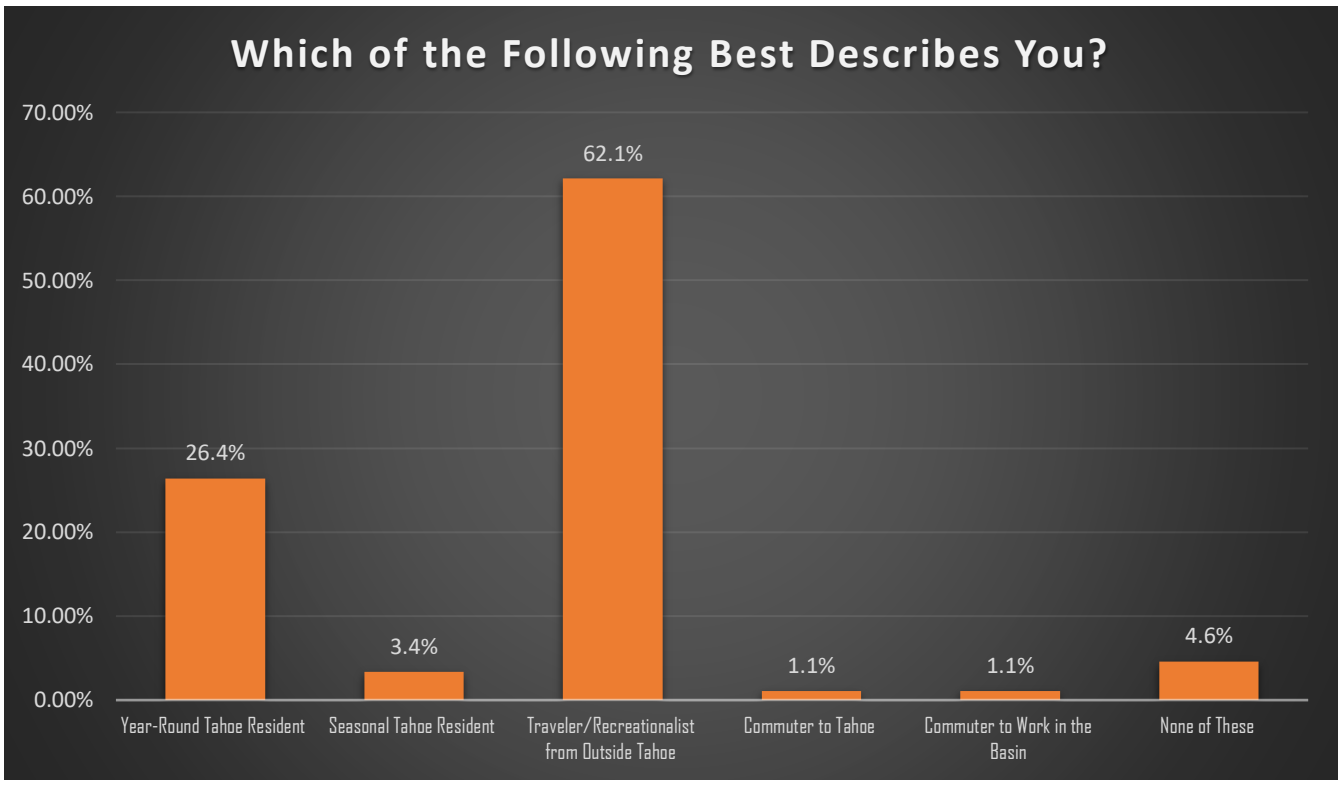
Round 1 Recreation Survey Results

During Round 1 public outreach, a public survey was launched. The survey provided a venue to further extract public preferences and understand the range of issues and concerns in the corridor. Review of the survey results suggested full-time and seasonal residents made up over 86-percent of respondents and the study team desired to receive feedback from more recreation-focused, non-resident travelers. To that end, a follow-up survey, consisting of the same questions, was developed and launched via email lists from relevant interest groups in the Carson Valley and Truckee Meadows. The survey resulted in 90 total complete responses. Below is a listing of the survey questions and a summary of the responses with another summary provided depicting the original and recreation survey results side-by-side for comparison.

Question 1: How often do you travel on US 50 within or through this corridor?



Question 2: Which of the following best describes you?



Question 3: What is the zip code of your primary residence? (see map on the following page)

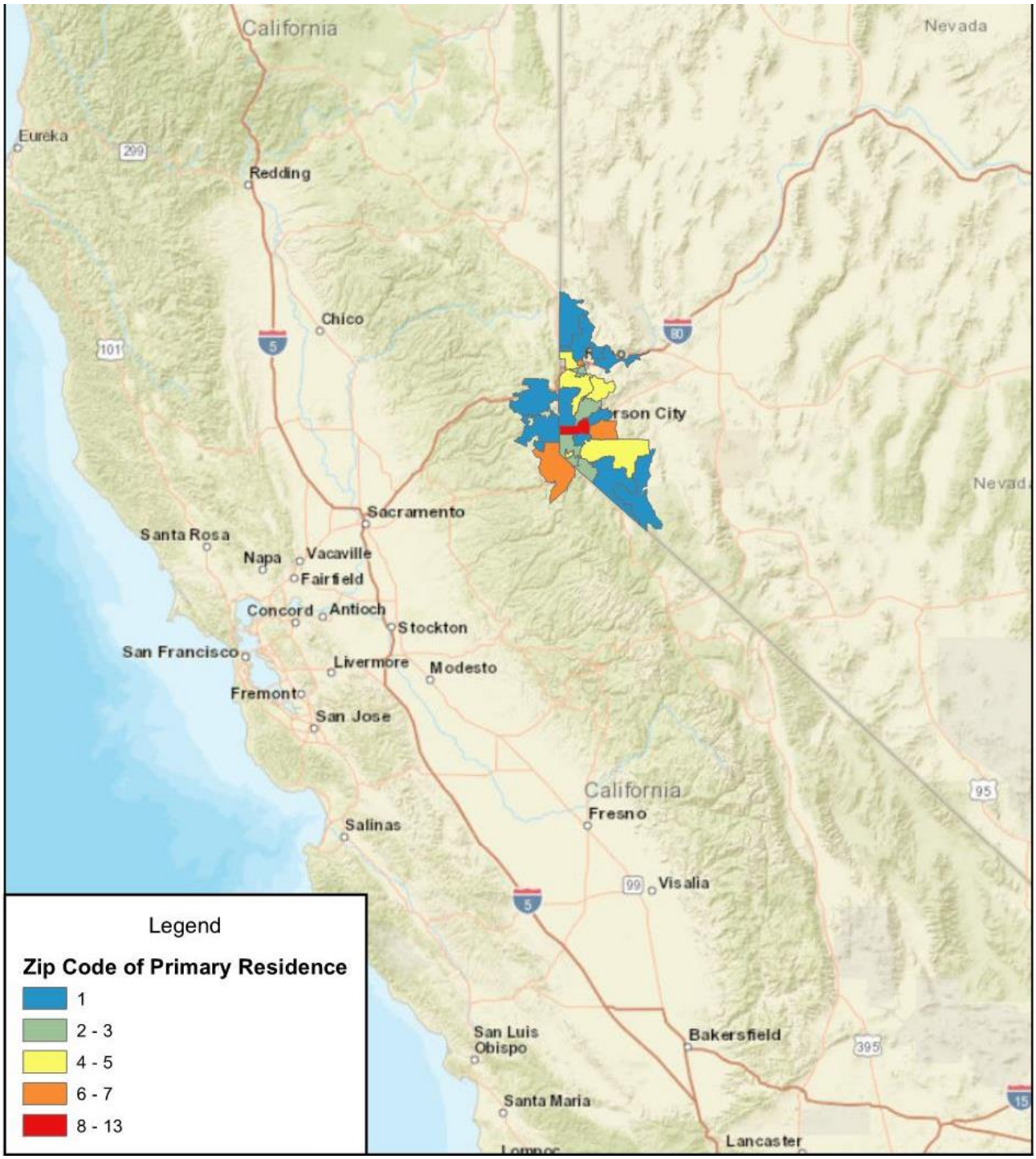
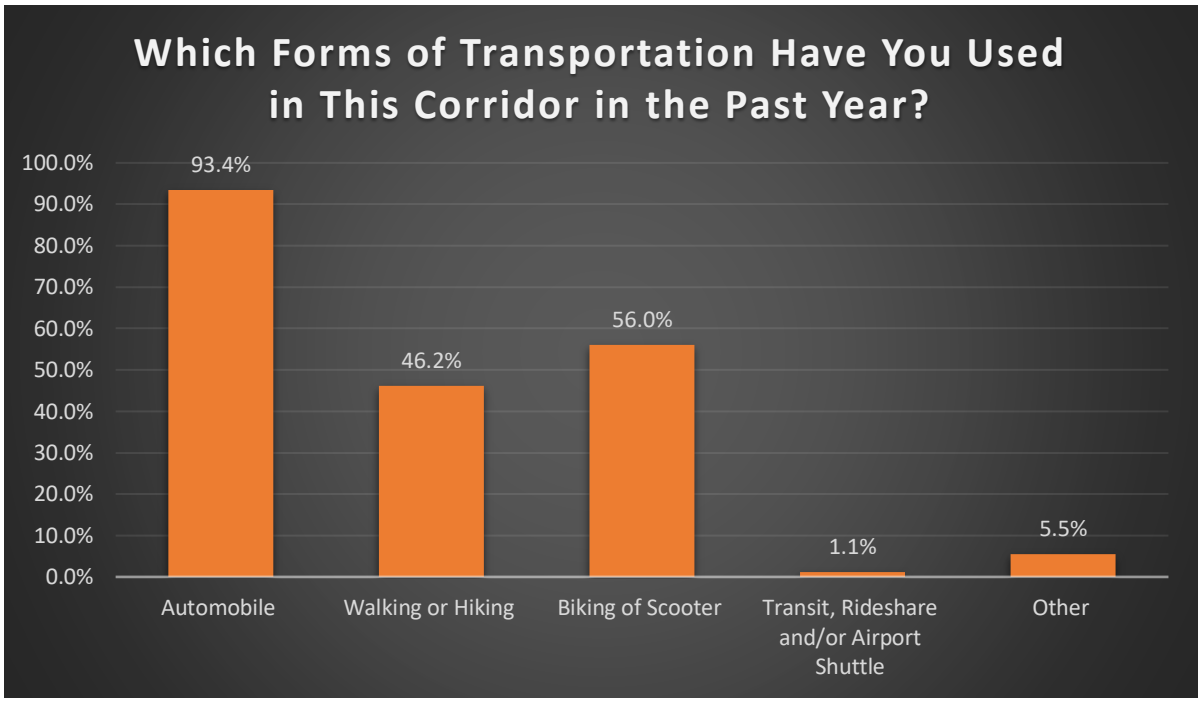


Figure: Survey Respondents Primary Zip Code Map

Question 4: What forms of transportation have you used in this corridor in the past year? Check all that apply.



Question 5: When you think about US 50 in this corridor, in 5 words or less, what comes to mind?

Total responses to this question: 85

- Negative responses: 57
- Neutral responses: 15
- Positive responses: 13

Out of the 85 responses, consistent sentiment counts include:

- Concerns with respect to safety, speed, and turning: 28
- Concerns over traffic, congestion, and busyness: 29
- Sentiments over the scenic nature: 22
- Mentions/concerns over parking: 9
- Mentions/concerns over bike/ped issues: 11

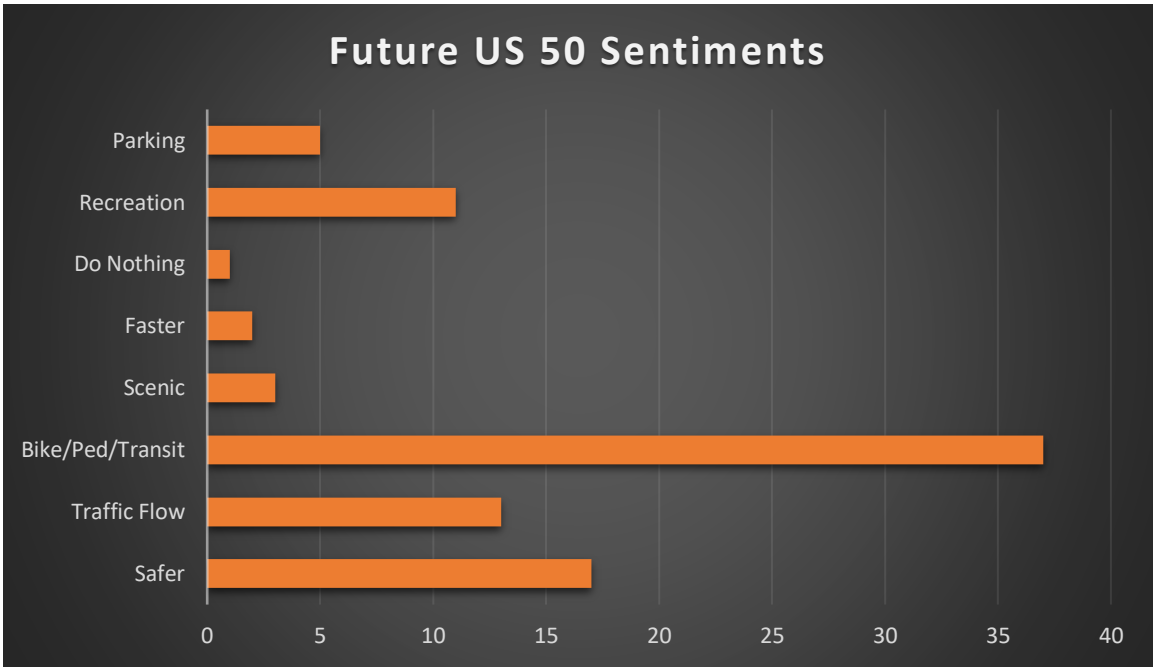
Within the 85 responses, the following mentions were counted:

- Beautiful/Scenic: 19
- Fast/Speeding/Speed: 12
- Dangerous/Scary/Unsafe: 13

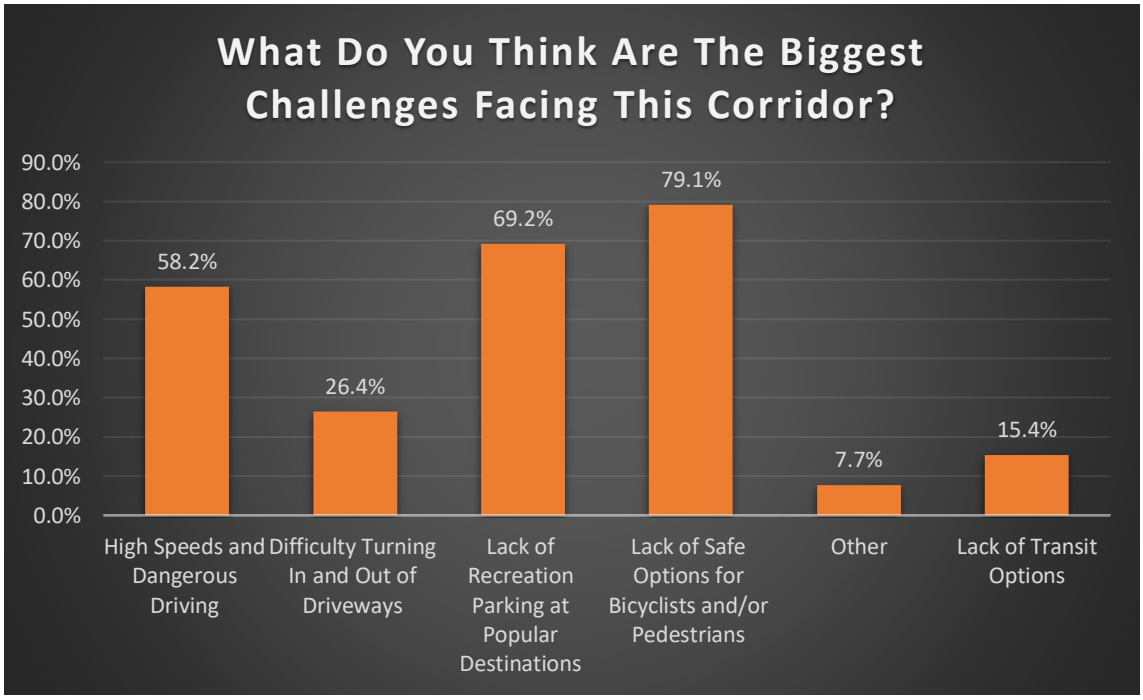
See attachment for all responses.

Question 6: When you think about what US 50 could look like in the future, in 5 words or less, what comes to mind?

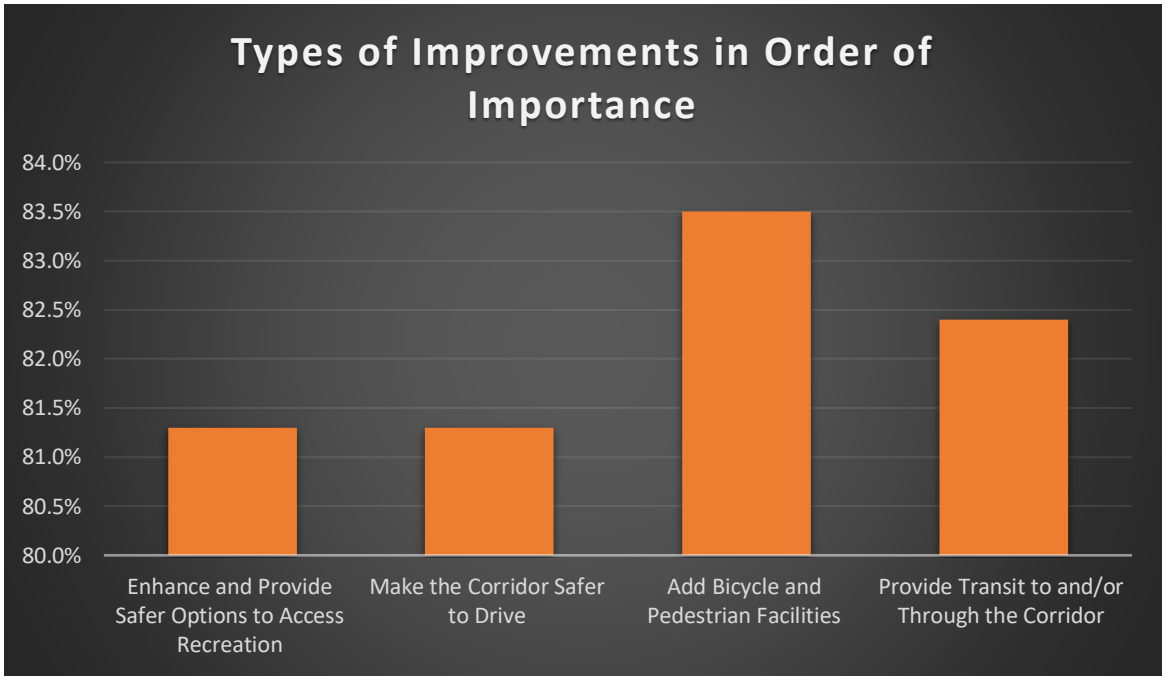
Out of the 85 responses, consistent sentiments are depicted in the graph:



Question 7: What do you think are the biggest challenges facing this corridor?



Question 8: Thinking about the corridor as it is today, place the following improvement types in order of importance to you with the top being the most important and the bottom the least important.



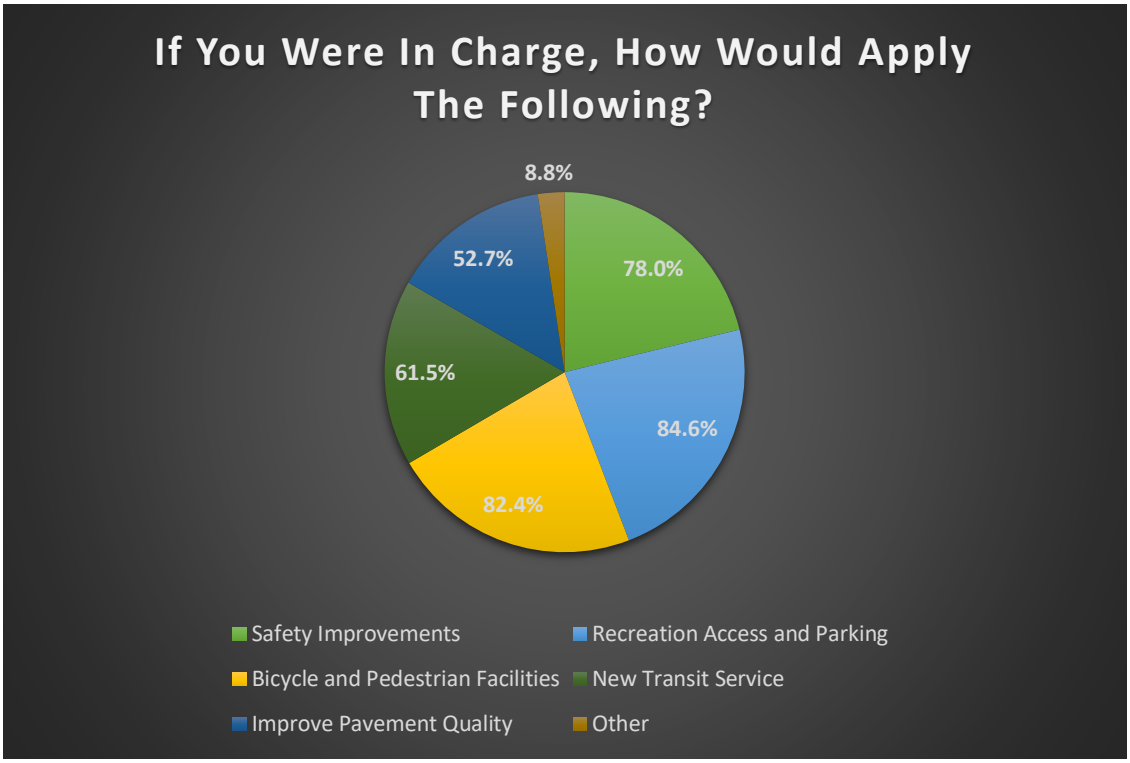
Question 9: Are there any improvement types you feel are important for the corridor?

Out of the 48 online survey responses, common responses were found around the following:

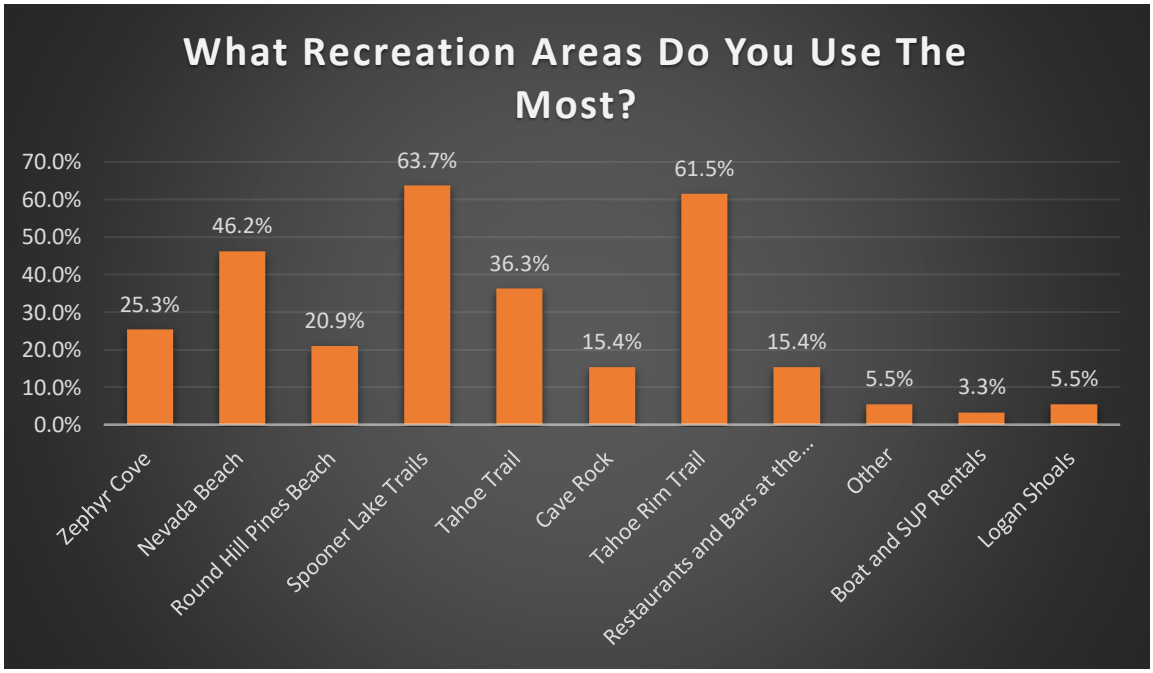
- Improved parking and parking lots.
- Better/maintained lake access.
- Addition of bicycle/pedestrian facilities.
- Separate traffic to improve safety, reduce speeds.

See attachment for all responses

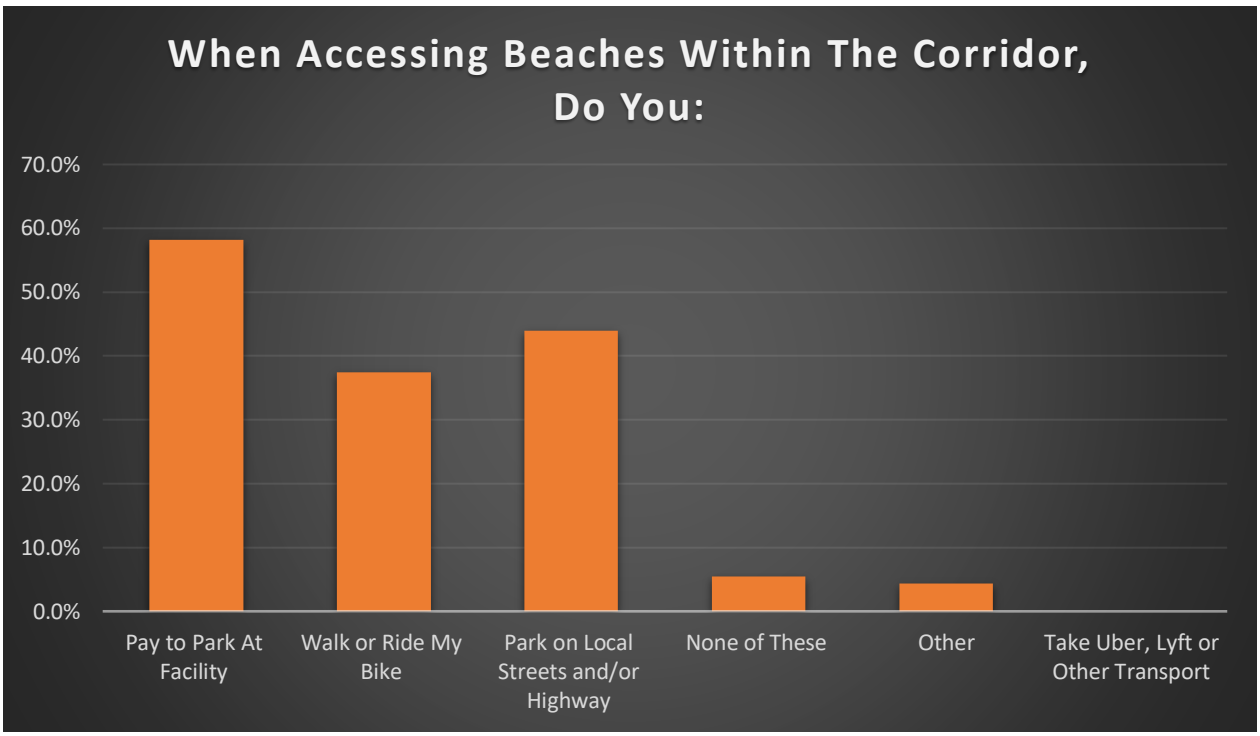
Question 10: If you were in charge of improvement funding, what percent would you apply to each of the following?



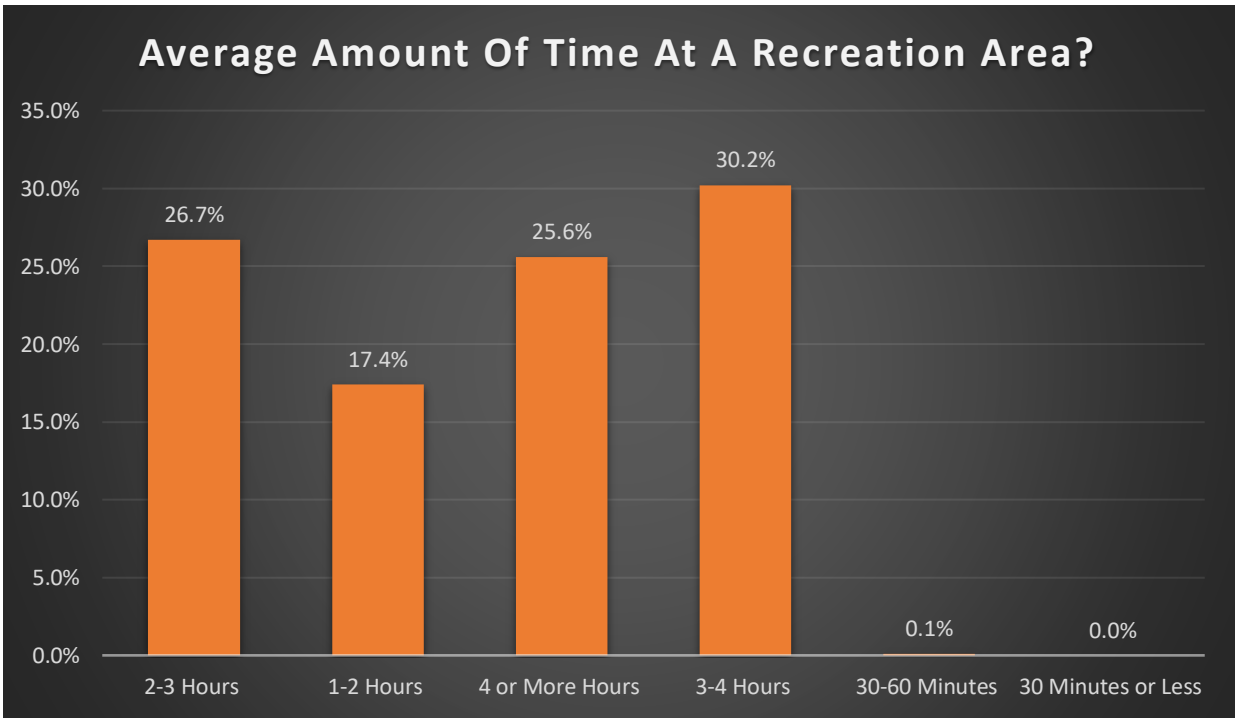
Question 11: When thinking about recreation areas within the corridor, which do you use the most? Please select 1 to 3 items.



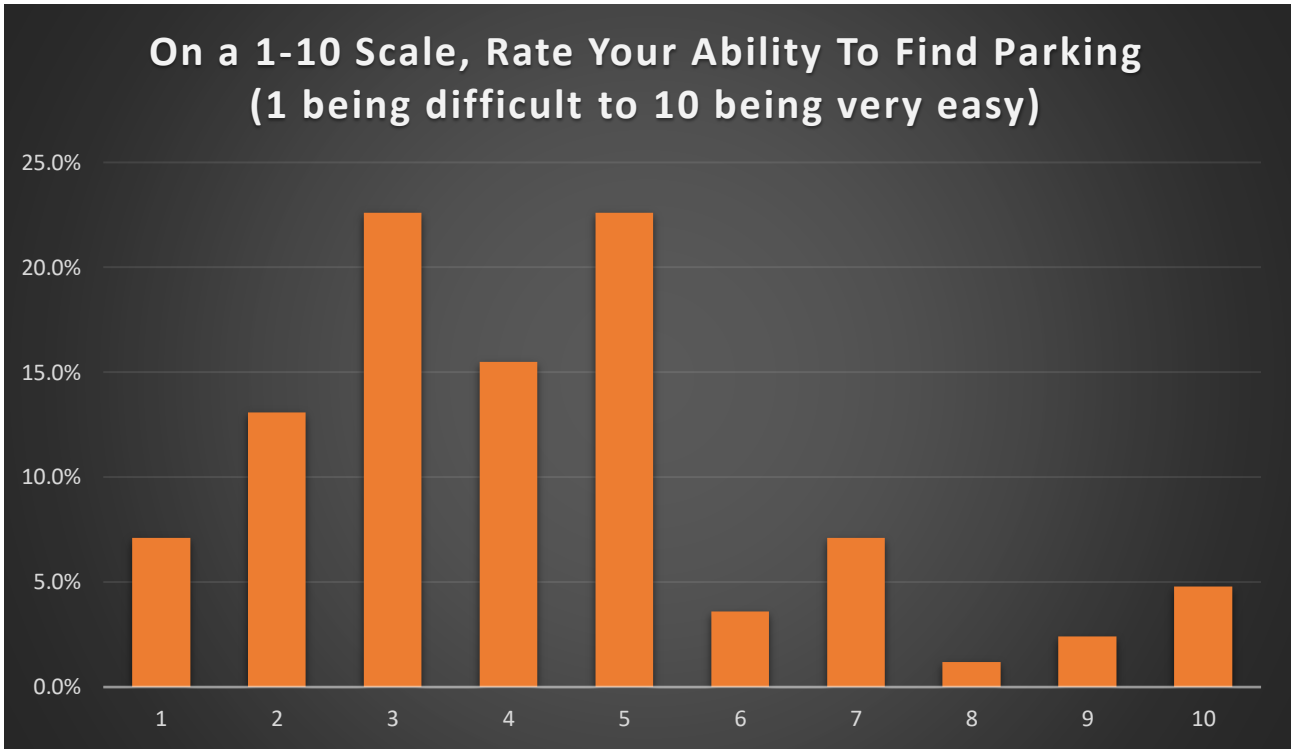
Question 12: When accessing beaches within the corridor, do you:



Question 13: On average, when you go to a recreation area, how long are you staying at that site?



Question 14: On a scale of 1-10, rate your typical ability to find parking at recreation destinations within the corridor with 1 being extremely difficult and 10 being very easy.



Question 15: Are there any specific issues or areas of concern you would like the study team to know about?

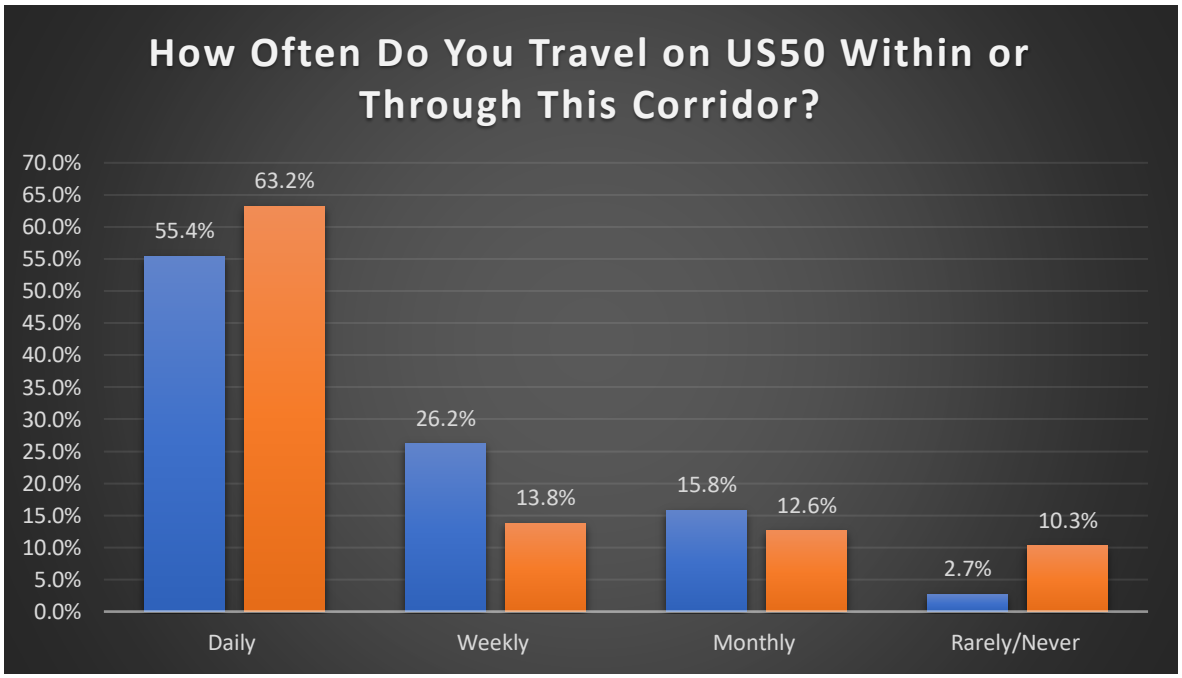
Out of the 39 responses online survey, common issues and concerns were found around the following:

- Bicycle and pedestrian improvements and connectivity.
- Parking issues and concerns.
- Safety enhancements.

Round 1 Summer Survey and Recreation Survey Results Comparison

The results of the two numerical portions of the surveys are depicted below for ease of comparison. Responses from the Summer 2021 survey are shown in blue with the Fall 2021 Recreation survey shown in orange.

Question 1: How often do you travel on US 50 within or through this corridor?



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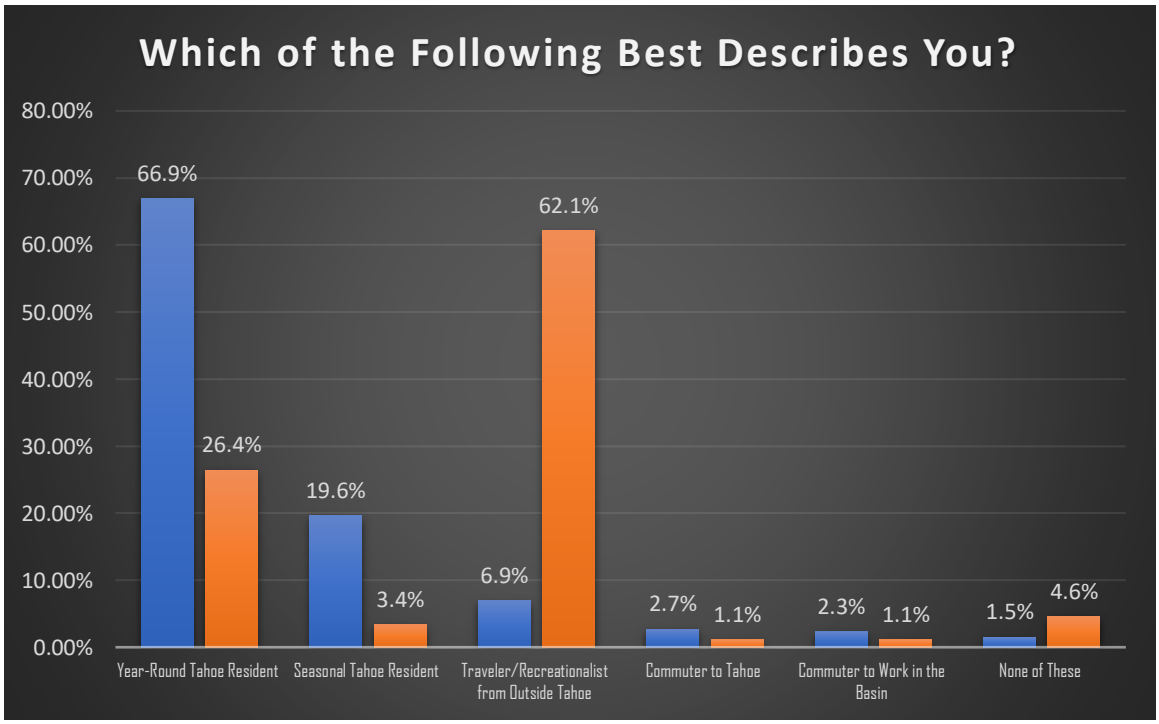

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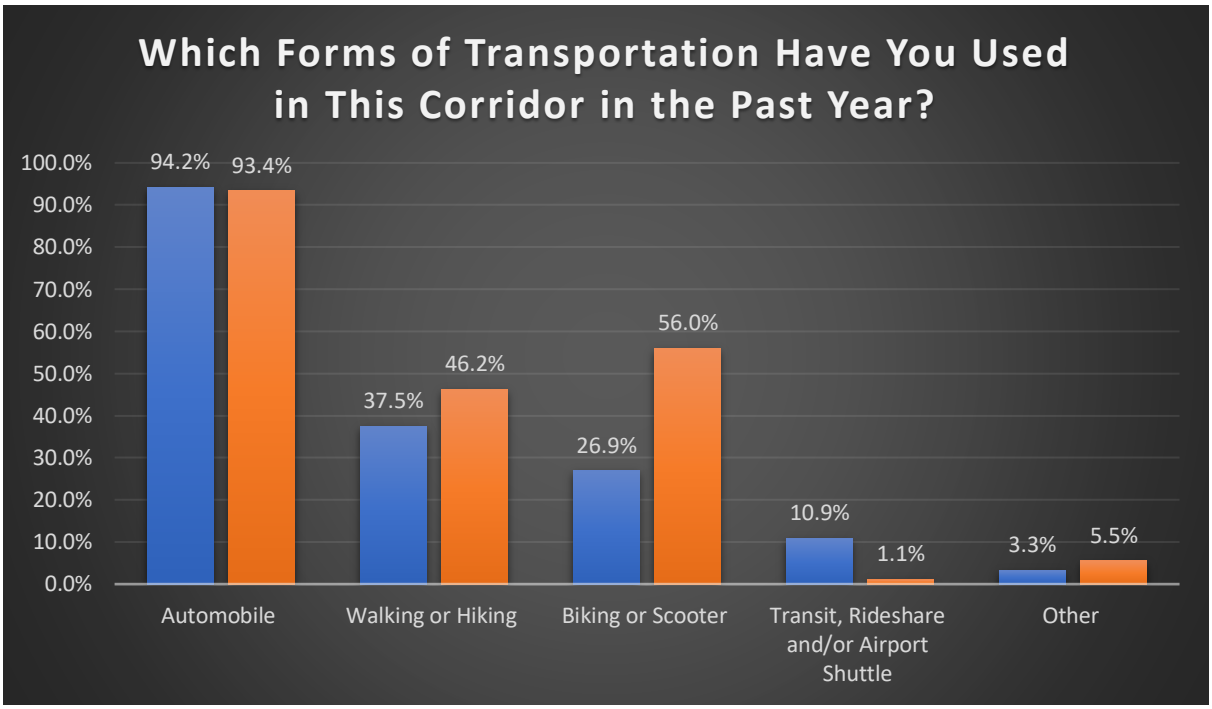

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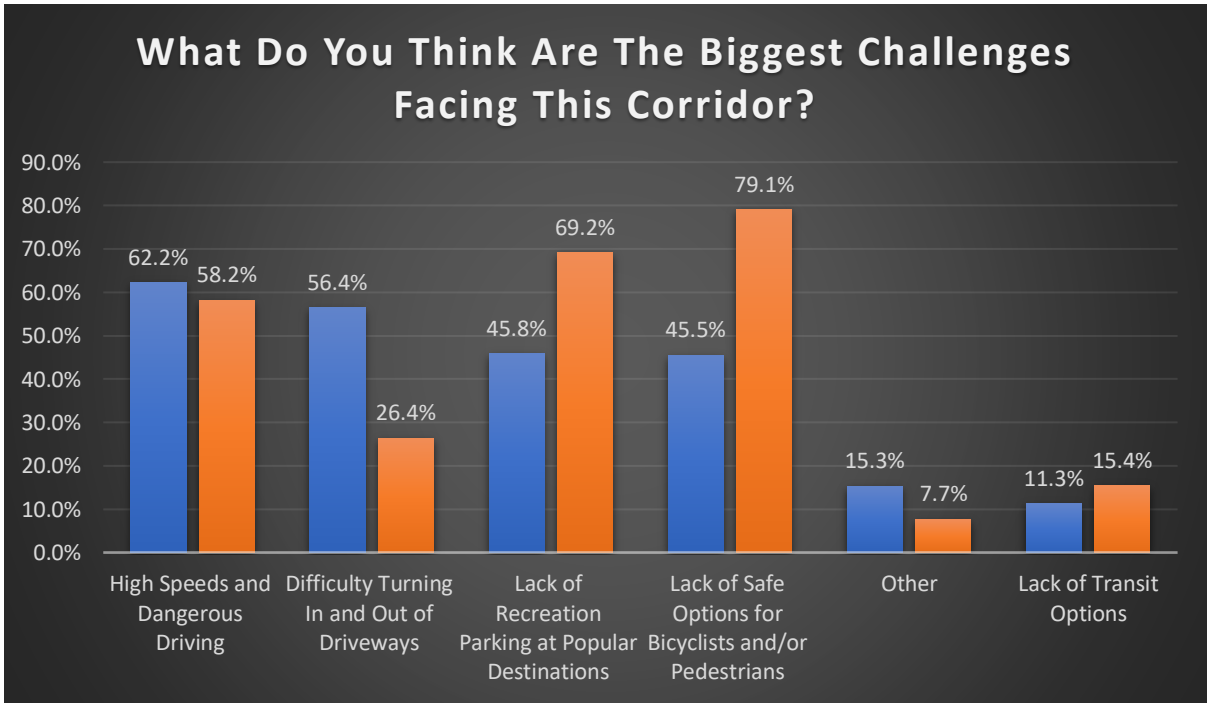

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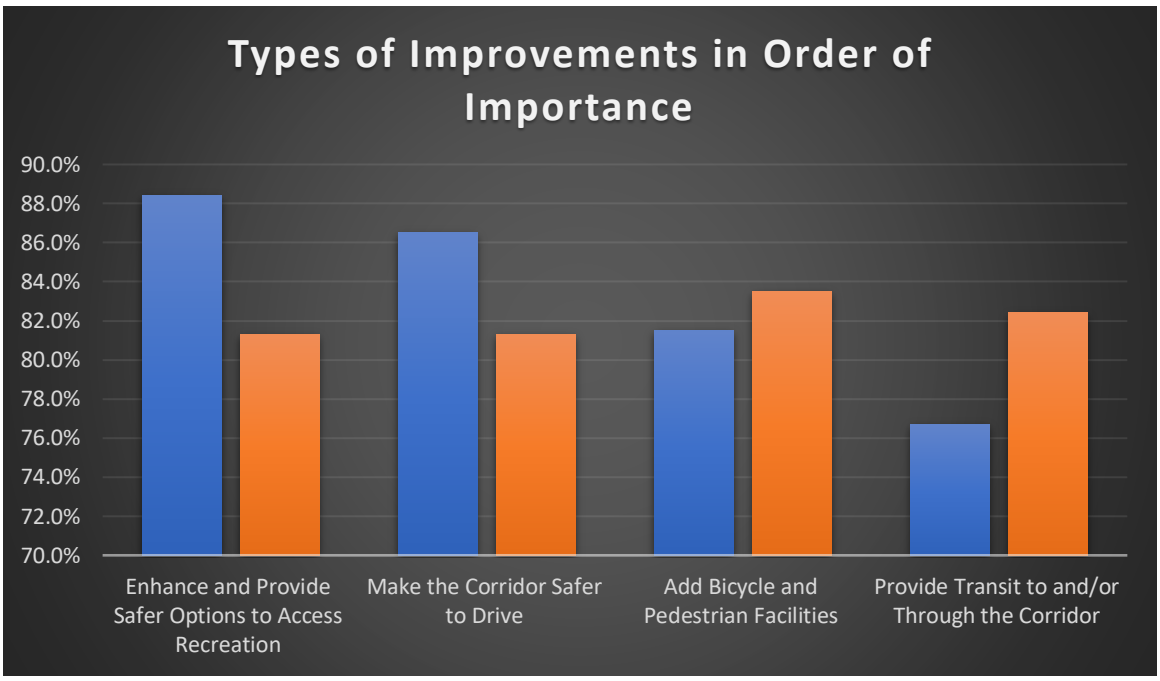

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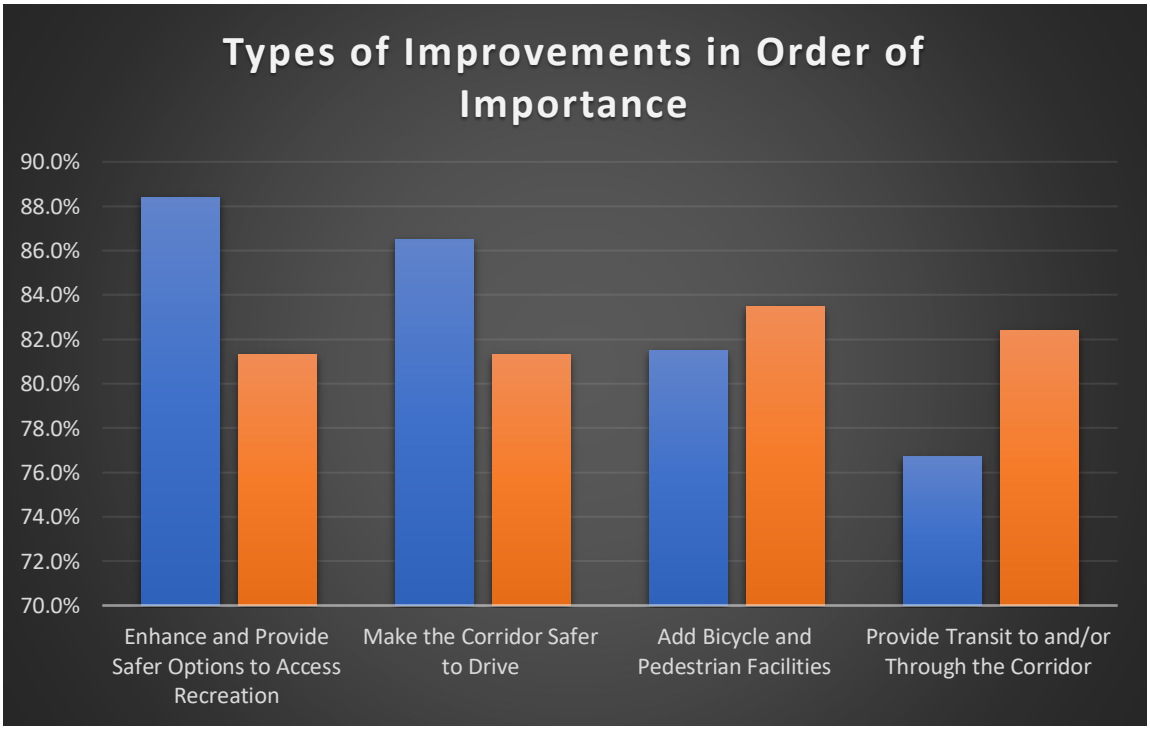

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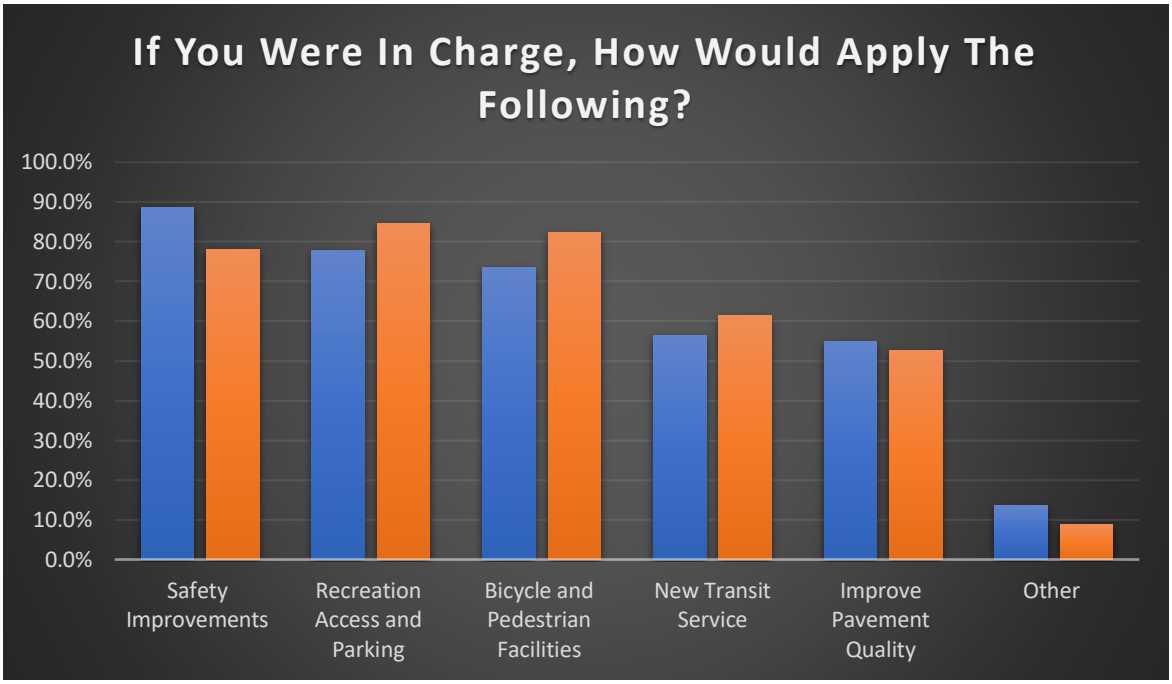

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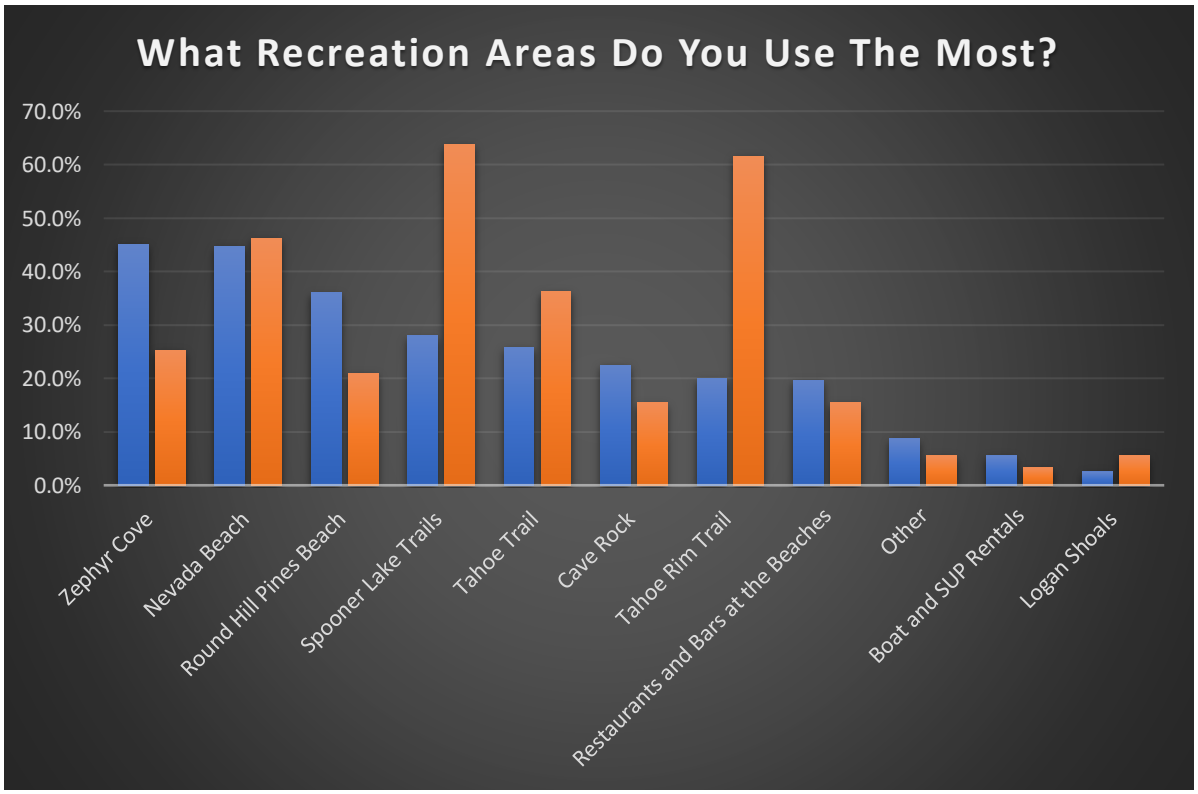

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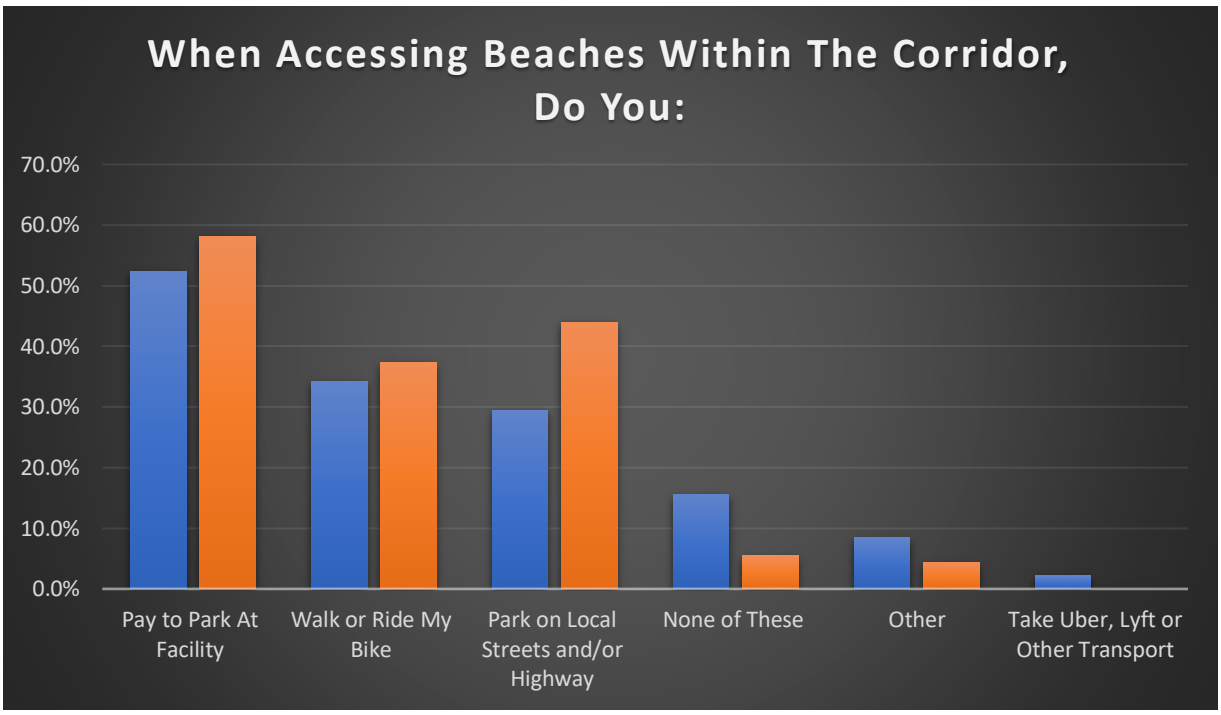
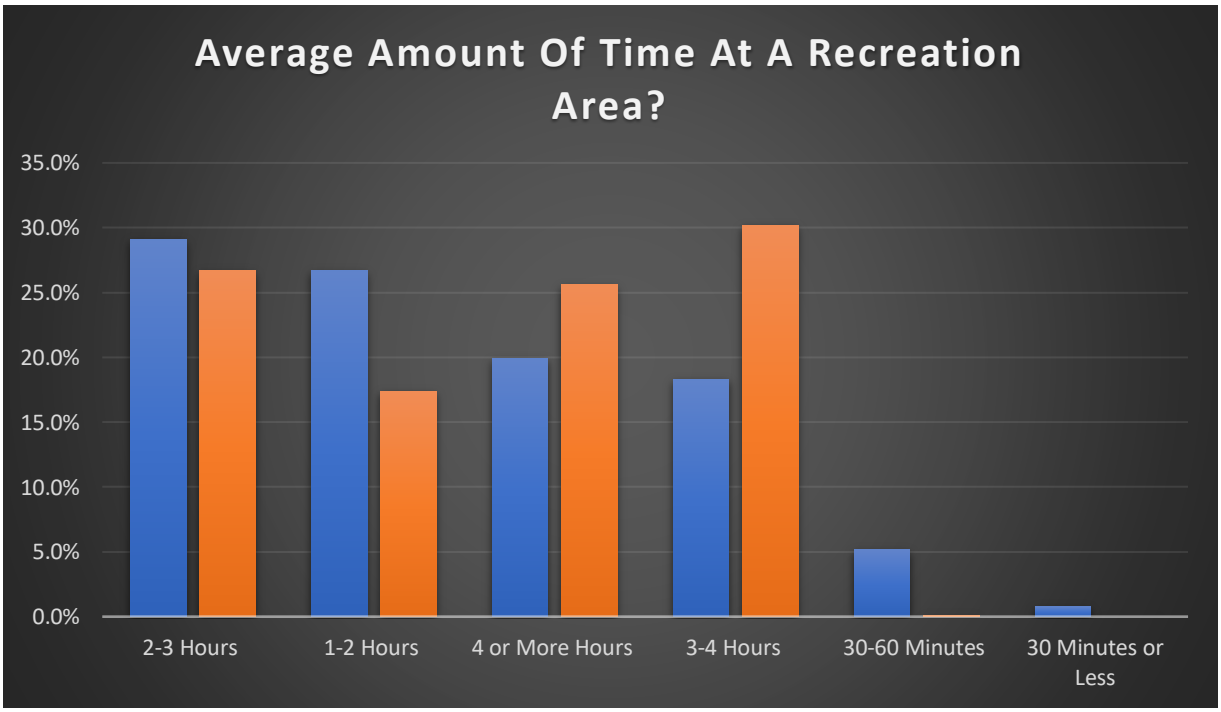
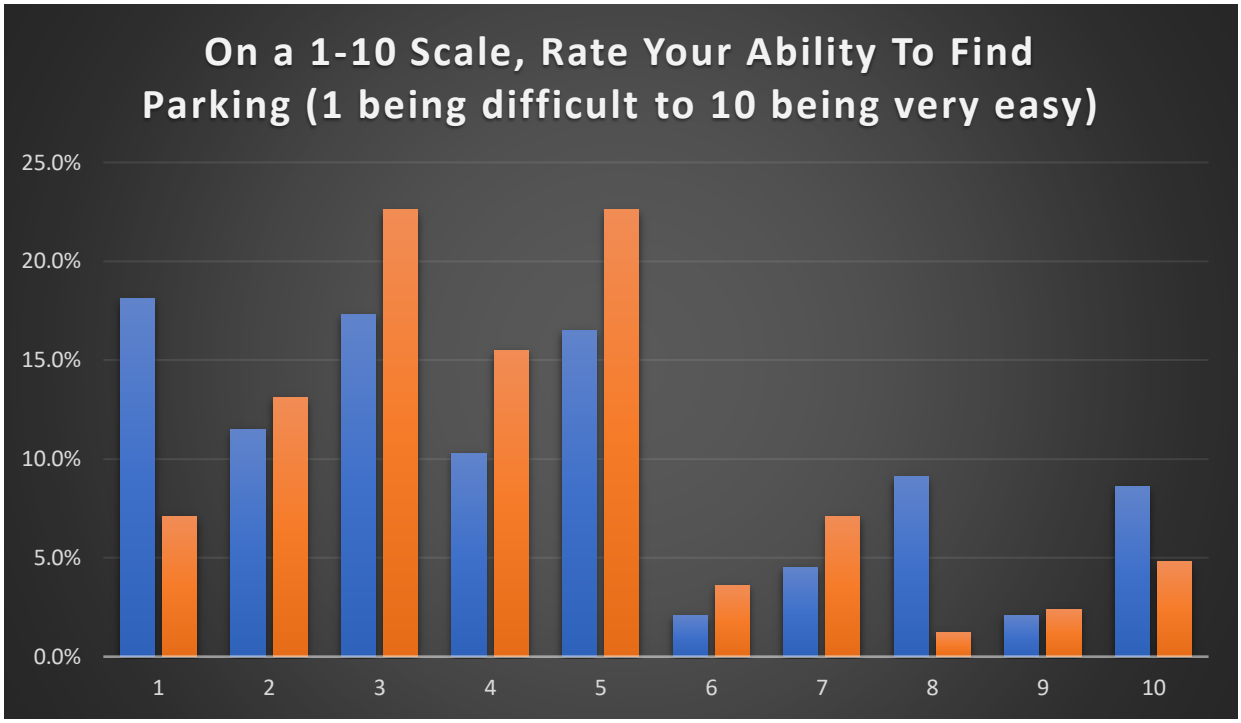


Question 13: On average, when you go to a recreation area, how long are you staying at that site?



Question 14: On a scale of 1-10, rate your typical ability to find parking at recreation destinations within the corridor with 1 being extremely difficult and 10 being very easy.



Round 1 Public Recreation Survey: Existing US50 in 5 Words

No.	Comment
1	scenic and busy
2	scenic busy
3	Traffic and narrow roads
4	Beautiful, fun, narrow, slow,
5	beautiful, crowded, car centric
6	Scenic
7	Traffic. Views!
8	Traffic, unsafe, limited parking
9	Speeders
10	Pristine Tahoe views
11	Stop and go traffic
12	Windy scenic home
13	Narrow, difficult to use on a bike.
14	Busy, sketchy on a bike
15	Recreation, hiking
16	Dangerous for walkers and cyclists.
17	Not enough room for bikes
18	Scary exceeding speed limit headon crash fear
19	Fast cars head on dangers
20	Simple
21	Hiking, lake, recreation
22	Too busy with traffic
23	Beautiful and winding
24	Dangerous speed
25	not safe for cycling
26	Scary
27	Needs bike lane, parking, and hiking trails
28	A lot of traffic
29	fast highway
30	too many lights stateline slt
31	Busy
32	Rim Trail
33	Fast Driving
34	Too many cars parked on side
35	Traffic
36	Narrow, scenic, outstanding recreation
37	crowded
38	Cars travel too fast
39	too much traffic in the summer
40	Scenic, but inferior to SR207 for travel to carson valley
41	Fear of head on collisions
42	views traffic parking Native rights
43	caution for bikes and cars
44	Beautiful but congested
45	Beautiful, busy, windey, fast.
46	Unsafe for pedestrians
47	Access to southeast shore
48	PRETTY RIDE
49	Stateline congestion and difficult intersections
50	Beautiful, Difficult parking, Tahoe, Crowded
51	Traffic, tourists, no shoulder
52	crowded
53	Scenic
54	Bit of a scary road
55	Traffic
56	Tahoe
57	No bike trail.
58	Beautiful recreation pristine eco-friendly
59	Slow speed limit
60	Fast cooridor
61	parking problems!
62	Access to beautiful Lake Tahoe
63	Bike path, traffic signal
64	thoroughfare
65	Too much pavement
66	Seems like a lot of crossing the double yellow line
67	Illegal parking on road
68	Traffic and construction
69	Traffic unsafe roadside parking
70	Visiting Tahoe
71	Not great for bikes
72	Dangerous
73	Spooner Summit TRT Tahoe Access
74	Busy
75	Dangerous highway for motorists
76	good to be 4 lanes
77	more traffic
78	Cave Rock Tunnel is terrifying.
79	scenic, slow, accident prone
80	busy, dangerous, limited access
81	Dangerous, congested, limited access
82	beautiful but scary
83	Beautiful Lake Tahoe
84	Too many speeding vehicles.
85	Casino traffic and eastshore parking mayhem

Round 1 Public Recreation Survey: Future US50 in 5 Words

No.	Comment
1	crowded
2	more commuter options
3	wider roads cyclist friendly
4	Bike friendly, safe, parking
5	Hike, Bike, Walk, Run
6	Trail access ease
7	Unobstructed views still green! Room to Walk and bike safely
8	Public transportation
9	Better bicycle access
10	Less stoplights, more roundabouts
11	Overly congested traffic
12	Inviting, multimodal
13	Dedicated bike lanes
14	Recreation, hiking, biking
15	Safe for walkers and cyclists.
16	Bike lanes or separate trail
17	STRICT SPEED LIMIT ENFORCEMENT
18	Separate Bike lanes separated lanes
19	Too crowded
20	More room if possible
21	User friendly for all
22	separated path or bike lanes
23	Safe, enjoyable, family friendly
24	wider with more space
25	Less traffic and proper bike lane
26	more access to viewpoints, trails, sights, turnlanes
27	better traffic flow SLT
28	Large bike path
29	Traffic Jam Fears
30	Connected to multi-use path
31	Bike lane
32	Improved traffic flow
33	Wide road shoulders, trail signage
34	welcomng mixed transportation
35	Bike and hike friendly
36	less traffic in the summer
37	A good parallel class 1 bike path
38	No cars parked halfway on the roadway
39	Off highway lake side trail
40	recreational access flow
41	better safety bikes and cars
42	Beautiful and less congested
43	Even busier, even faster.
44	Accessible for everyone
45	BETTER BIKE LANES
46	Safer, commuter friendly, intuitive.
47	Beautiful Tahoe access
48	Bicycle friendly
49	more peaceful more access
50	Too crowded
51	Divided road with barrier and good bicycle lane
52	More lanes
53	Bike lanes
54	A bike trail
55	Recreation friendly
56	Not sure
57	More recreation opporutnites
58	reduced congestion; use shuttles
59	Better accommodated traffic volumes and parking
60	Turn lane
61	safer on the east shore
62	Bike path & road diet
63	Speed control
64	Either more parking or better public transportation. However, can't take a kayak on the bus
65	Better management of tourist
66	Safe parking
67	More public Tahoe access points
68	Better for non-motorized traffic.
69	Center median, wider lanes
70	Make pedestrian hiker crossings safer
71	Busier
72	Dedicated left hand turn lanes
73	more turn lanes
74	a designated bike lane the whole way
75	Bike path around the tunnel
76	safer
77	Bike, hike, and pedestrian friendly
78	Bike and pedestrian friendly, safe
79	additional parking areas
80	Bike friendly
81	better public transit

Round 1 Public Recreation Survey: Other Improvements

No.	Comment
1	signage
2	None
3	Bike lanes
4	Separate humans from cars. Bikes, walkers, runners
5	Make public parking away from the lake so parking lots are not taking up public lakeside access (bc obviously it won't be taking up private lake access!), and then people use public transit to get to the lake itself. Safe cycling/pedestrian is not going to encourage enough amounts of people to walk or bike no matter how awesome it is. People want to drive, sadly.
6	Public Access to the lake keeps getting blocked by private developers
7	Separated multi modal facilities for A variety of users.
8	If only we could make Tahoe like Zermatt, car free!. Bicycle only days (once a year for 4 hours, for example)
9	Drop the speed limit to 35 mph.
10	Widen road, make separate bike lanes
11	No
12	Put a bike path in. So riders don't write on the highway.
13	Recreation parking
14	Improvements need to be year round. Eliminating roadside parking and building parking lots that are closed half the year doesn't work.
15	Adding shoulders/bike lanes with parking. Do NOT reduce lanes of traffic, need to act on right-of-way to access wider areas for parking and trails. Make similar to new hike/bike from Incline to Sand Harbor, but add sufficient amount of parking.
16	A nice walking and bike path like between incline and sand harbor
17	More mountain bike trails and proper access to them.
18	Improve parking issues around zephyr cove
19	no
20	Bike trail off the highway. Pedestrian trail off the highway like in Incline.
21	seperate central for turning left
22	Safer places for pedestrians to cross. For example at Lincoln Park
23	Center divider
24	Improve traffic bottlenecks at the entry point to South Lake Tahoe and at the 28/50 junction at Spooner Summit.
25	separated safe bike paths/lanes. reduction of travel lanes in some sections for ingress and egress lanes. fix zephyr cove entrance - lines block travel lane. round a bout at 28 and 50- dangerous intersection
26	Get more cars out of the corridor and the Basin through building park and ride facilitities.
27	More pullouts
28	no
29	NONE
30	Most important is parking issues or improved (FREQUENT AND ADVERTISED) transit options for ease of access to recreation - could there be large parking lots on either side of the corridor? . Extend paved bike path along the entire length would also reduce traffic
31	Barrier between opposing traffic
32	A bike trail would make things so much safer. Parking for the recreation areas would also help greatly.
33	Easy parking access thats safe and well lit
34	No
35	trash collection bins and regular service for the bins (year round)
36	Traffic signals at the critical intersections
37	Bathroom facilities at popular recreation access points
38	More law enforcement to enforce parking. We tow a travel trailer and it's sometimes a tight squeeze.
39	Address sand harbor entry, parking and back up. Consider reservation system.
40	More public access points to Tahoe
41	For cyclist traffic, getting passed by freeway speed traffic at less than 3 feet is terrifying. Needs better bike corridors.
42	Not really
43	Install Dedicated left hand turn lanes in dangerous stretches, even if this requires reducing highway lanes from 4 to 2, and add a class 1 bike path
44	Keep the roadway swept when possible.
45	Complete the east shore trail! More trail connections into the Carson Range / TRT.
46	Complete the east shore trail. Add non-motorized watercraft access. Need a pedestrian crossing at Spooner Summit (TRT) and at other locations.
47	A separate non motorized trail paralleling the highway
48	Speed control mechanisms in congested areas

Round 1 Public Recreation Survey: Other Fields Input

	QUESTION 4: What forms of transportation have you used in this corridor in the past year? Check all that apply. [Other]
1	too dangerous
2	motorcycle
3	Kayak
4	Mt Bike
5	motorcycle
	QUESTION 7: What do you think are the biggest challenges facing this corridor? [Other]
1	Risk of head-on crashes
2	Motorists not following posted signs, especially for parking and stopping
3	difficultly with snow/ice clearance
4	Lack of consequences to people who park illegally
5	Steep decline of some local streets feeding into 50
6	over tourism
7	Too Many People
	QUESTION 11: When thinking about recreation areas within the corridor, which do you use the most? [Other]
1	East shore trail
2	captain poman rk
3	Chimney beach to marlette parking lot
4	Kayaking
5	East shore trail Tunnel Creek Cafe to Sand Harbor
	QUESTION 12: When accessing beaches within the corridor, do you: [Other]
1	nv park annual pass
2	State park pass
3	Annual Passes
4	Beach pass

Round 1 Public Recreation Survey: Other Issues and Concerns

No.	Comment
1	The parking enforcement around the lake is helping. Looking at expanded existing parking sites/or improving existing sites for more efficient parking and to reduce erostion, which causes sediment into the Lake should be a consideration. Ex. Round Hill Pines parking lot. needs BMPs, tree protection etc., but lots of parking in dirt areas and steep slopes, which perpetuates issues. . . The signage and social media posts when lots are full, are helpful to inform drivers as well. TTD is looking at a possible park and ride/shuttle at the State's property at ClearCreek, which is a great idea to reduce trips to the basin. That would be a great partnership, as it is also an informal trailhead to Douglas Co. Good bi-county partnership opportunity.
2	None.
3	You shouldn't have to arrive a 6am to get a parking spot and you shouldn't have to pay an exorbitant amount to park. Both of those things provide access only to a certain ($) group of people. Parking shouldn't be lakeside because it takes away from the public lake access. Please provide parking away from the lake and make public shuttles available.
4	Speed of traffic is my main concern, totally unsafe
5	Spooner junction is particularly scary to be merging onto 50 eastbound. A large roundabout would be nice to smooth out the crossing in both directions.
6	It would be nice if the chimney beach/marketer parking lot was opened sooner in the spring and stayed open longer in the fall. I am very excited to see the spooner project complete
7	No
8	Prioritize people over cars in all decisions.
9	Identify public land that is currently underdeveloped and develop it to create new parks with beach or trail access
10	No
11	Get the bicyclists off the highway.
12	Because transit is so terrible in Tahoe it is very hard to imagine that being a solution. While it's easy to imagine visiting beaches and trailheads by hopping on a frequent and free bus the local transit operators can't provide even the most basic service within communities and essentially no access to trailheads.
13	Parking lots on the East side of the road with public transportation to and from to access beaches would be a study I would like to see. The parking on the highway needs to stop. Dangerous for everyone on the road.
14	Stop people parking along the sides of the road. Need enhanced parking and more patrol of illegal parking
15	no
16	A bike/pedestrian trail off the highway would be best. With people parking in the bike lanes, it forces the bikes and pedestrians into the roadway.
17	feasibility of adding a central lane for turning left and separating traffic
18	Yes,. The main boat beach facilities (Cave rock and Sand Harbor) overemphasize power boats. Parking for Kayak/SUP fills up very early every day, while powerboat trailer parking is only even 50% utilized on holiday weekends.
19	it at all possible can roadway be widened to add center lane and bike path[at least on one side]
20	Just too much visitiation, I don't even like going up there. If there was a way to better manage visitiation and parking that would be best.
21	no
22	Most important is parking issues or improved (FREQUENT AND ADVERTISED) transit options for ease of access to recreation - could there be large parking lots on either side of the corridor? . Extend paved bike path along the entire length would also reduce traffic - especially if you partnered with the escooter companies maybe?
23	More convenient transportation options and safer access for bicycles would improve the corridor without adding more parking. More convenient parking only rewards people who drive!
24	Primarily more parking facilities; and parking for multiple vehicle types, not just cars
25	Mainly safe biking options throughout the area. If there were more safe biking options I would use my bike more often to access recreation areas within the corridor.
26	Please keep it pristine though accessible. I don't mind paying a reasonable fee for all day parking
27	no
28	Round Hill Pines. Warrior Way. 28 and 50. All need traffic signals
29	east shore beaches are crazy busy without any restroom facilities, and I'm surprised more people aren't killed near their car (unsafe parking and walking ability)
30	No
31	Enforce the tow away zones. If towing isn't possible, begin using the boots to lock the tires.
32	I primarily use this corridor as a cyclist. Definitely needs bike/ped improvement to improve non-motorized use and safety. Downhill portions aren't that bad when moving at close to the speed of traffic flow and can take a lane. Uphill portions are terrifying when being buzzed by large trucks, boat trailer, and RVs traveling at freeway speeds. . Regardless, improving bike/ped safety probably needs a protected travel corridor. Most casual cyclists and families aren't going to use any portion that shares the highway speed lanes with motorized traffic.
33	Just good luck, and very difficult set of competing use demands, the east shore and corridor getting reputation for being jammed.
34	don't pave over paradise to make a parking lot
35	who is responsible for emptying the dog do-do trash cans in the Kahle meadow paved pathway (Tahoe Trail)? That trail is a mess with refuse, especially in the winter when it's used to snowshoe, cross country ski, and hike. Dog bags are sometimes provided but the cans are overflowing and bags are left all along the path along with non-complient dog owner's refuse.
36	As mentioned in earlier responses, come up with a way to get around Cave Rock Tunnel on a bicycle. I have mostly stopped bicycling around the lake because of the tunnel. Perhaps a walkable path on the uphill side, or rebuild the wooden road that existed before the tunnel.
37	The roadway is unsafe for cyclists or pedestrians. Only a separate trail will fix this problem. Also, it is very difficult to find a place to launch non-motorized watercraft (paddleboards and kayaks).
38	Need a safe crossing of US 50 at Spooner summit. Also need a separate bike path for access to the east shore beaches.
39	Space for bikes on public transit

C – Round 2 Boards and Maps

Welcome to the U.S. 50 East Shore Corridor Management Plan Canvassing Tour

We are listening! At this event, you can provide input on potential concepts for the US 50 Corridor Management Plan (CMP). This study assesses vehicle and pedestrian concerns along US 50 and identifies opportunities for NDOT to address those needs. Speak with study representatives to learn more!

Please fill out a comment card before you leave, or go online at any time to dot.nv.gov/us50eastshore

We want to hear from you.

Study Limits and Contact

Study Limits

US 50 CMP Study Limits:

- ***Northern Terminus: Spooner Summit***
- ***Southern Terminus: CA State Line***
- ***Total Length: 13 miles***

This corridor is unique given the broad range of users compared to other corridors around the Tahoe Basin. These users include:

- *Residents*
- *Commuters*
- *Visitors/Recreationalists*
- *Local and Regional Commerce*
- *Inter-State Travelers*

Study Contact

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775.888.7170

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What is the US 50 CMP?

The US50 East Shore Corridor Management Plan is an integrated, multi-modal transportation study with the purpose of balancing mobility and safety enhancements with the unique range of other corridor interests through ongoing collaboration among stakeholders.

Study Goals

- Improve Safety
- Enhance the Visitor Experience
- Promote Economic Vitality
- Protect Lake Tahoe
- Expand Multimodal Transportation Choices
- Promote and Enhance Agency Collaboration and Management

What is the Process and Timeline?

Study Process

Step 1
Summarize Baseline Conditions, Existing Plans and Relevant Studies

Step 2 (We Are Here)
Determine Backbone Corridor Opportunities to Further Analyze

Step 3
Advance Analysis, Including Supporting Strategies and Prospects

Step 4
Develop CMP and Ongoing Implementation Framework

Study Timeline

- **Winter 2021** — CMP Kick off
- **Summer 2021** — Public Canvassing
- **Winter 2022** — Draft Strategies & Solutions
- **Spring 2022** — Draft Corridor Management Plan
- **Summer 2022** — Study Completion

Preliminary, Subject to Revision

What Have You Heard?

Public Survey Identified Key Challenges

62% of residents prioritized high speeds and dangerous driving as a key concern

56% of residents prioritized difficulty turning in/out of side streets and driveways

79% of recreationalists noted the lack of safe bike and pedestrian options

When residents were asked to describe US 50 in five words or less, out of 252 responses:

31
Used the words "Beautiful" or "Scenic"

105
Used the words "Dangerous," "Unsafe" or "Scary"

61
Used the words "Fast," "Speeding" or "Speed"

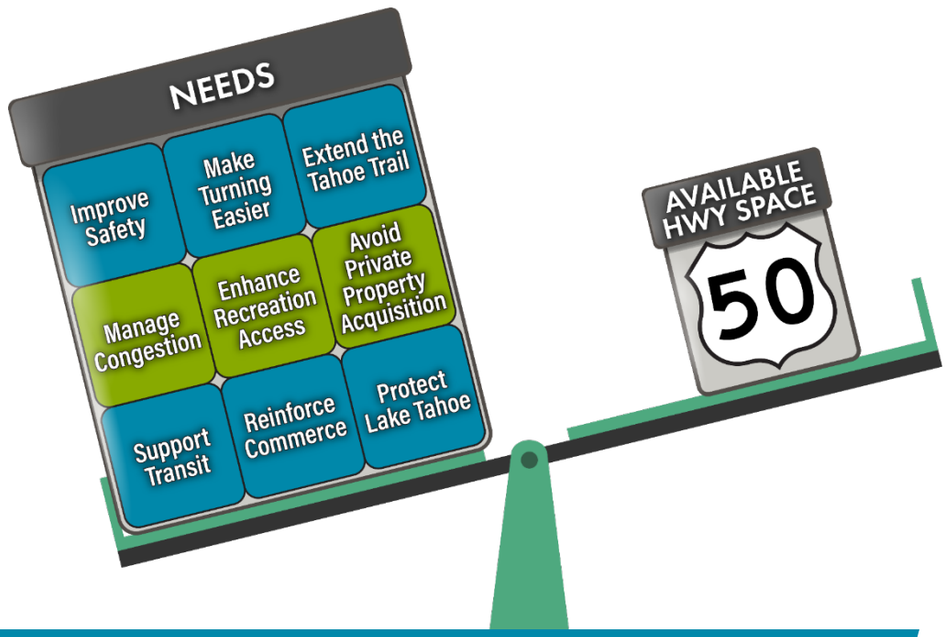
Safety is Clearly a Priority

How Were Concepts Developed?

The Study Team identified 5 parameters that help focus concept development:

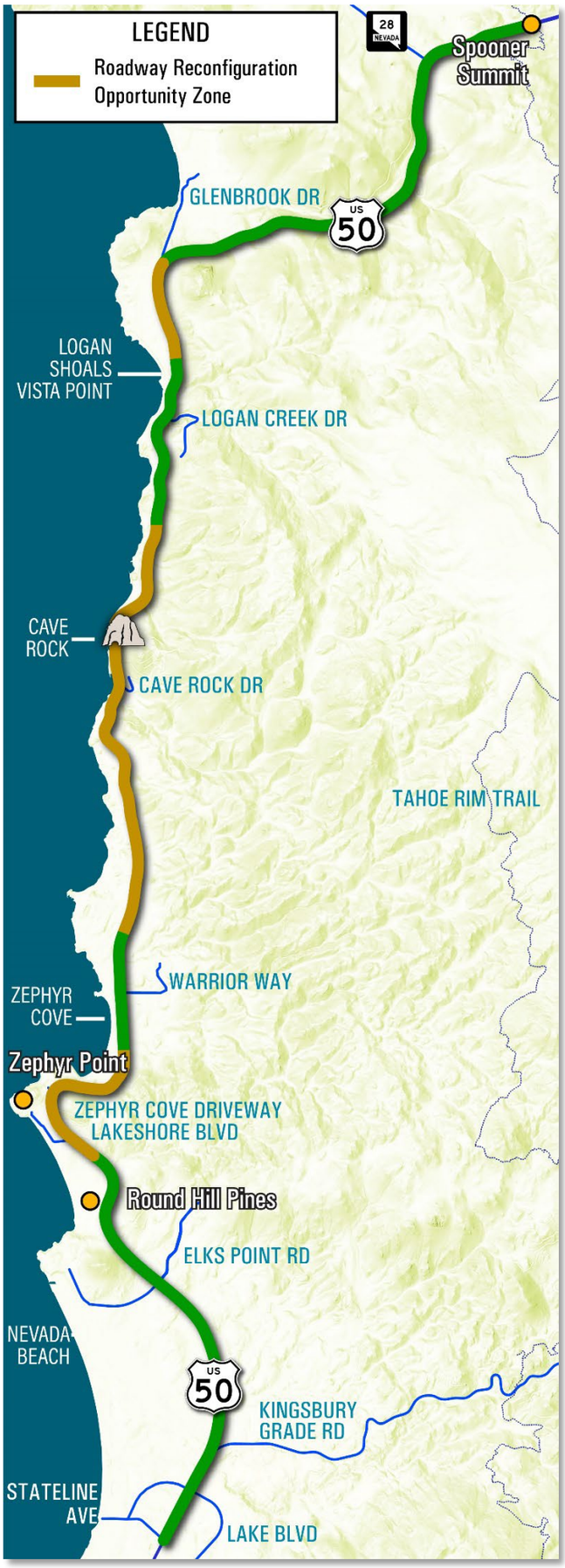
- Extending the Tahoe Trail is an established regional priority; preferably occurring within the US50 corridor and nearby public lands
- Expanding the paved roadway capacity is inconsistent with adopted policies
- Impacts to private property should be limited to the greatest extent possible
- Multimodal strategies are critical to address increasing recreational demand and creating alternatives to personal automobiles
- Safety, evacuations and emergency management are key priorities for all

Concepts must balance a broad range of needs within limited highway space. This balance is different for each corridor segment.



What are the Potential Concepts?

- To strike the right balance, NDOT has identified potential opportunities tailored to each segment of the corridor
- Approximately 4.5 miles of the 13-mile corridor (35%) require the most complex solutions
- Opportunities ultimately include a range of strategies (e.g. transit, parking management, etc.)
- Each section of US 50 has unique challenges and opportunities for the public to consider. View a detailed breakdown of each section in the segment maps.

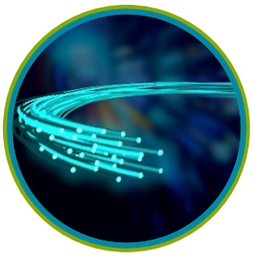


Are There Other Opportunities?

While the current focus is on "backbone" highway concepts, other strategies will be developed during the CMP including:

Transit Services – Address peak demand and reduce vehicle dependence

Technology and ITS* – Inform travelers before they are in the Basin to reduce congestion during peaks



Communications – Encourage infrastructure that supports web-based technologies

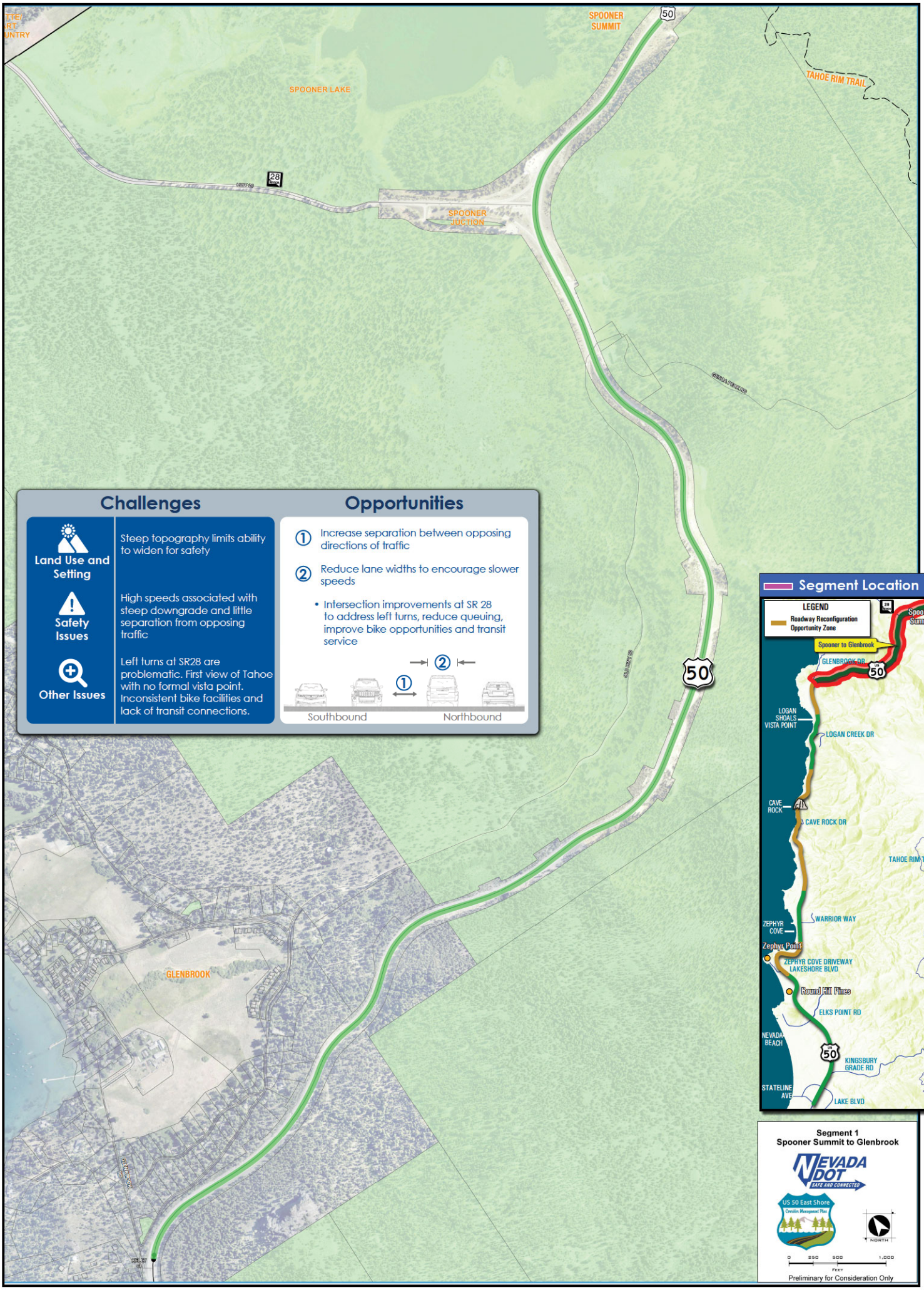
Parking Management – Integrate parking strategies that improve safety at recreation hot spots

Adaptive Corridor Management – Manage operations during peak periods to increase throughput

Transportation Demand Management – Apply strategies to reduce/redistribute travel demand

Micromobility Devices – Make it easy and safe for travelers to access attractions on demand

* Intelligent Transportation Systems

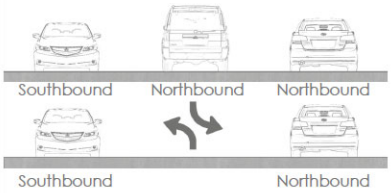

SPOONER SUMMIT
50
SPOONER LAKE
TAHOE RIM TRAIL
28
SPOONER JUNCTION
50
GLENBROOK
Challenges
Land Use and Setting
Steep topography limits ability to widen for safety
Safety Issues
High speeds associated with steep downgrade and little separation from opposing traffic
Other Issues
Left turns at SR28 are problematic. First view of Tahoe with no formal vista point. Inconsistent bike facilities and lack of transit connections.
Opportunities
① Increase separation between opposing directions of traffic
② Reduce lane widths to encourage slower speeds
• Intersection improvements at SR 28 to address left turns, reduce queuing, improve bike opportunities and transit service
②
①
Southbound
Northbound
Segment Location
LEGEND
Roadway Reconfiguration Opportunity Zone
Spooner Summit
Spooner to Glenbrook
GLENBROOK DR
50
LOGAN SHOALS VISTA POINT
LOGAN CREEK DR
CAVE ROCK
CAVE ROCK DR
TAHOE RIM TRAIL
WARRIOR WAY
ZEPHYR COVE
Zephyr Point
ZEPHYR COVE DRIVEWAY
LAKESHORE BLVD
Round Hill Pines
ELKS POINT RD
NEVADA BEACH
50
KINGSBURY GRADE RD
STATELINE AVE
LAKE BLVD
Segment 1
Spooner Summit to Glenbrook
NEVADA DOT
SAFE AND CONNECTED
US 50 East Shore
Corridor Management Plan
NORTH
0 250 500 1,000
FEET
Preliminary for Consideration Only

Challenges

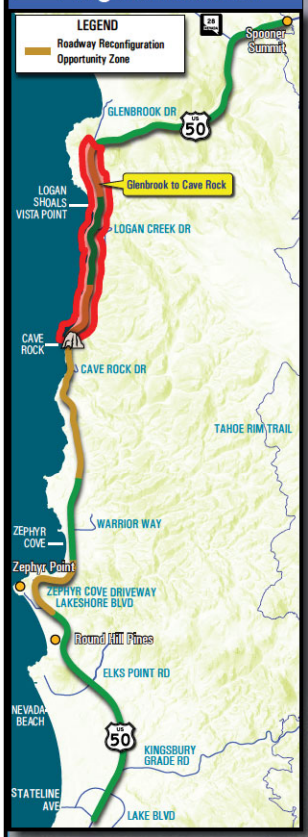
Land Use and Setting	Mostly sparse development with driveway and short side street accesses. Logan Shoals Vista Point bisects the segment.
Safety Issues	Over 1/3 of crashes involve drivers going too fast, design to lower speeds
Other Issues	Logan Shoals Vista Point has single access, creates opportunity for roadway configuration transition

Opportunities

- Revise portions of the roadway to slow speeds and create room for turn lanes to/from accesses (e.g. fire station, post office). Repurposing one lane would allocate 20% of the highway space for these and other purposes.
- Consider passing lanes, transit and the Tahoe Trail at Logan Shoals



Segment Location



Segment 2
Glenbrook to Cave Rock

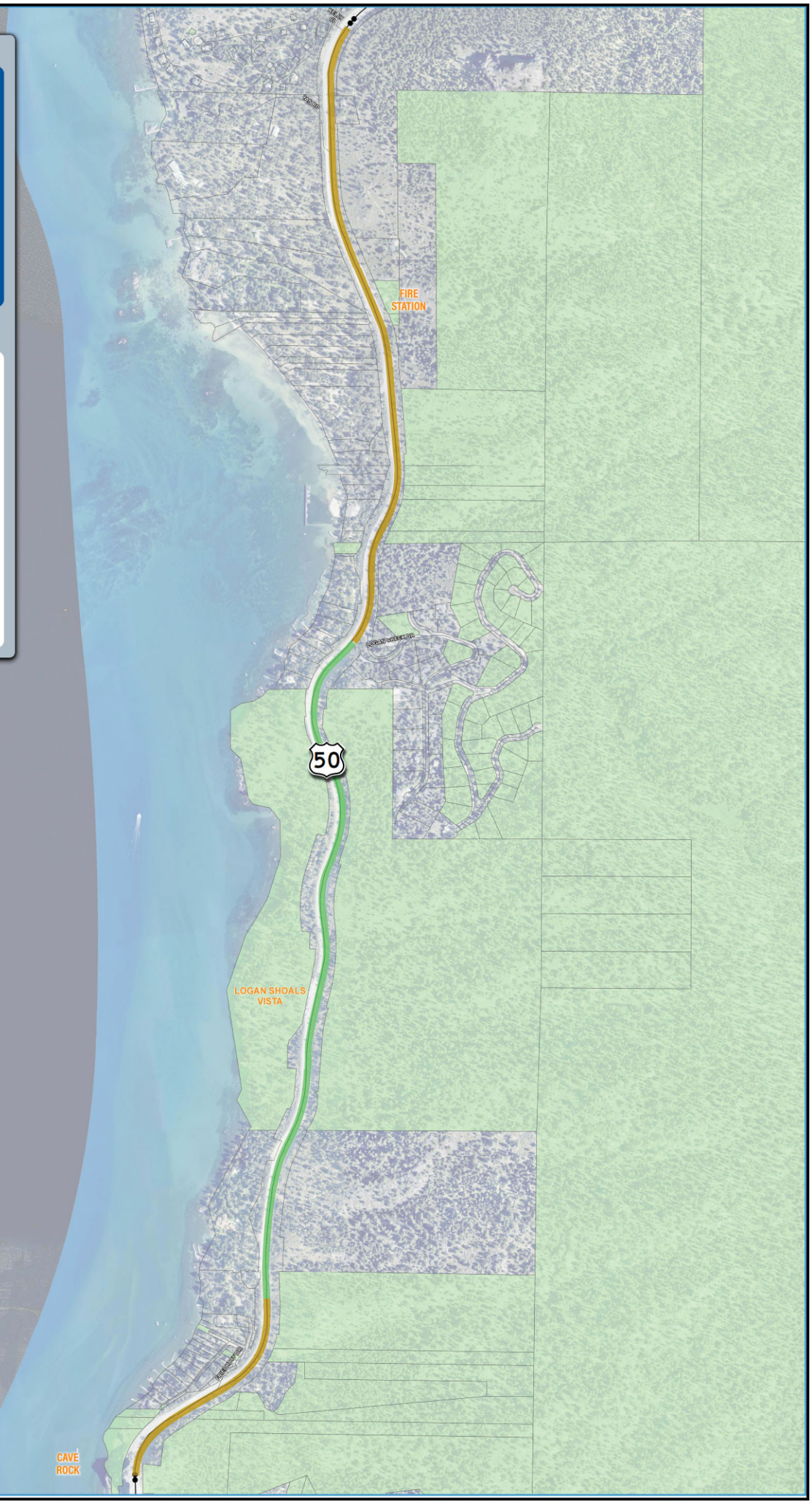
NEVADA DOT
SAFE AND CONNECTED

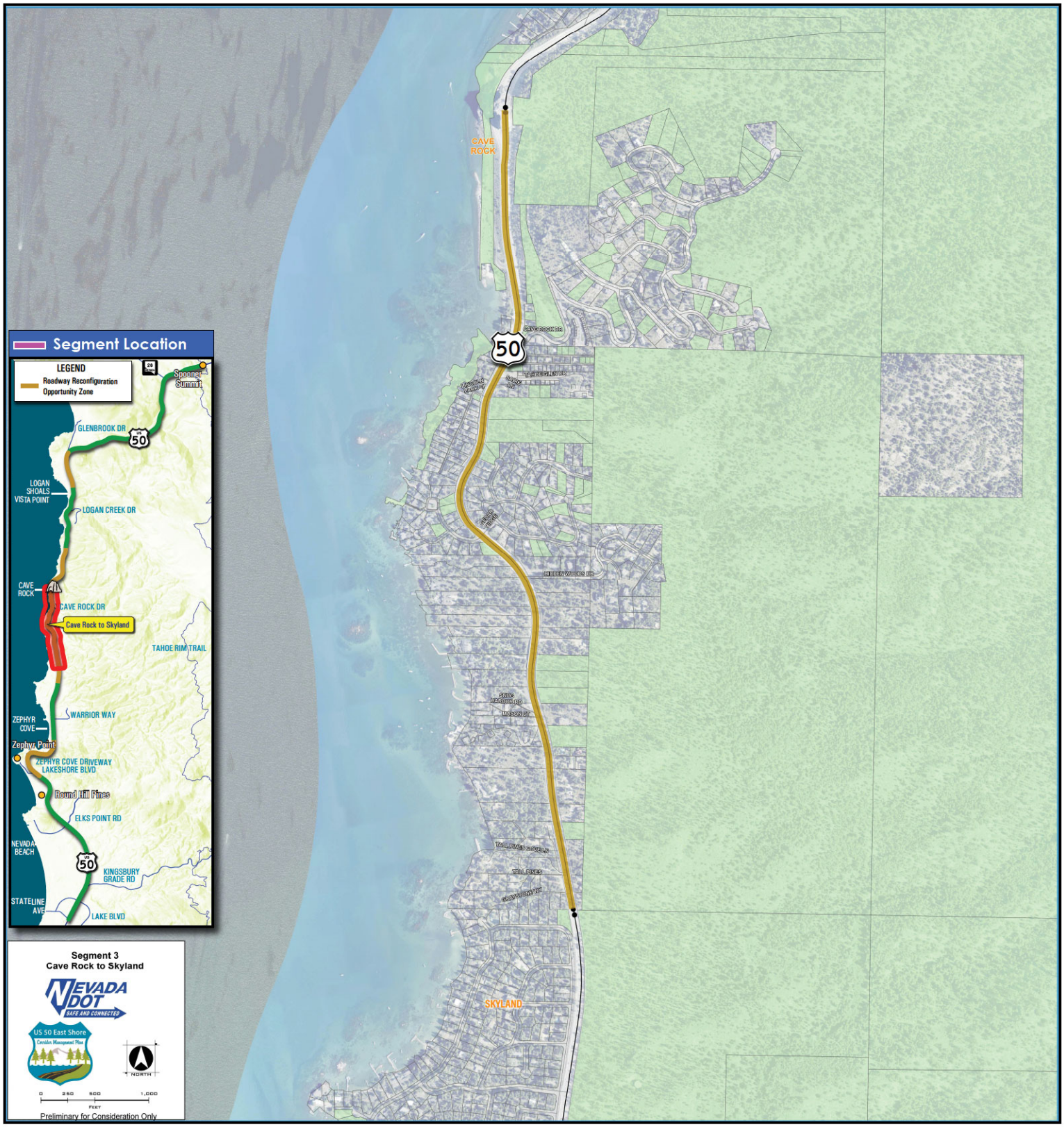
US 50 East Shore
Corridor Management Plan

NORTH

0 250 500 1,000
FEET

Preliminary for Consideration Only





Challenges

Land Use and Setting

Numerous accesses and side streets north of Skyland to tunnels, including driveways directly abutting US50

Safety Issues

Crash factors include high speeds and improper lane change

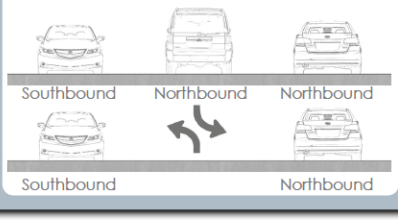
Other Issues

Direct access driveways provide no opportunity for turn lanes or the Tahoe Trail without private property acquisition or roadway reconfiguration

Opportunities

- Reconfigure roadway in constrained area to slow speeds, create room for turn lanes and the Tahoe Trail while avoiding private property acquisitions

Frees Up 20% of Space for Access/Tahoe Trail



Segment 4A: Skyland to Zephyr Cove

Challenges

Land Use and Setting
No accesses on east side with one access into Skyland on the west side. Design to incorporate turn lanes to/from Skyland.

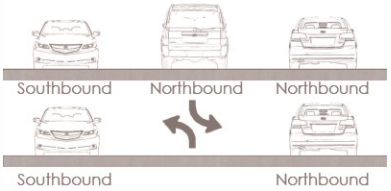
Safety Issues
Relatively flat and straight roadway section contributes to high vehicle speeds

Other Issues
Safety concerns around Zephyr Cove Resort roadside parking that can extend to Skyland. Lack of transit options for recreationalists.

Opportunities

- Revise roadway to incorporate turn lanes to/from Skyland while discouraging high speeds for through vehicles
- Incorporate the Tahoe Trail adjacent to the roadway
- Relocate roadside highway parking for Zephyr Cove Resort to off-highway locations, supplemented by transit

Slow Speeds While Providing Turn Lanes



Segment 4B: Along Zephyr Cove Resort

Challenges

Land Use and Setting
Heavy seasonal visitation at Zephyr Cove along with schools and parks along Warrior Way

Safety Issues
Roadside parking during peak visitation creates significant safety issues for all travelers

Other Issues
Signal at Warrior Way to be constructed (2022). Revised Zephyr Cove Resort site plan provides opportunity to reimagine circulation and parking

Opportunities

- Expand No Parking Zone by relocating roadside parking to off highway locations, supplemented by transit
- Use 4 lanes to develop turn lanes at intersections and support peak traffic
- Consider improvements at Zephyr Cove Resort intersection coupled with pedestrian crossing facilities
- Incorporate Tahoe Trail within Zephyr Cove Resort
- Coordinate with Warrior Way signal and Zephyr Cove Resort site plan projects

Maintain Existing Roadway Configuration

Segment 4C: Zephyr Cove to Lakeview Dr.

Challenges

Land Use and Setting
Numerous residential accesses and side streets along tight roadway curve

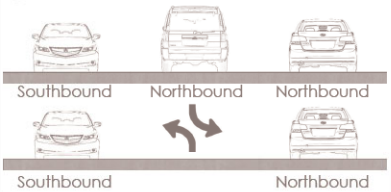
Safety Issues
Area known as "Deadman's Curve" due to high crash rates and difficulty turning in/out of side streets and driveways

Other Issues
Sight distance through curve can be difficult. Vehicles sometimes must turn right to then turn left.

Opportunities

- Reconfigure roadway in constrained area to slow speeds, create turning lanes and extend theTahoe Trail
- Combine with intersection improvements at Zephyr Cove Resort and at/near Lakeview Dr. to slow speeds, create gaps and for circulation

Slows Speeds and Creates Space for Turn Lanes



Segment 4D: Lakeview Dr. to Round Hill Pines

Challenges

Land Use and Setting
Few residences with land use dominated by Round Hill Pines Resort. Current terminus of the Tahoe East Shore Trail.

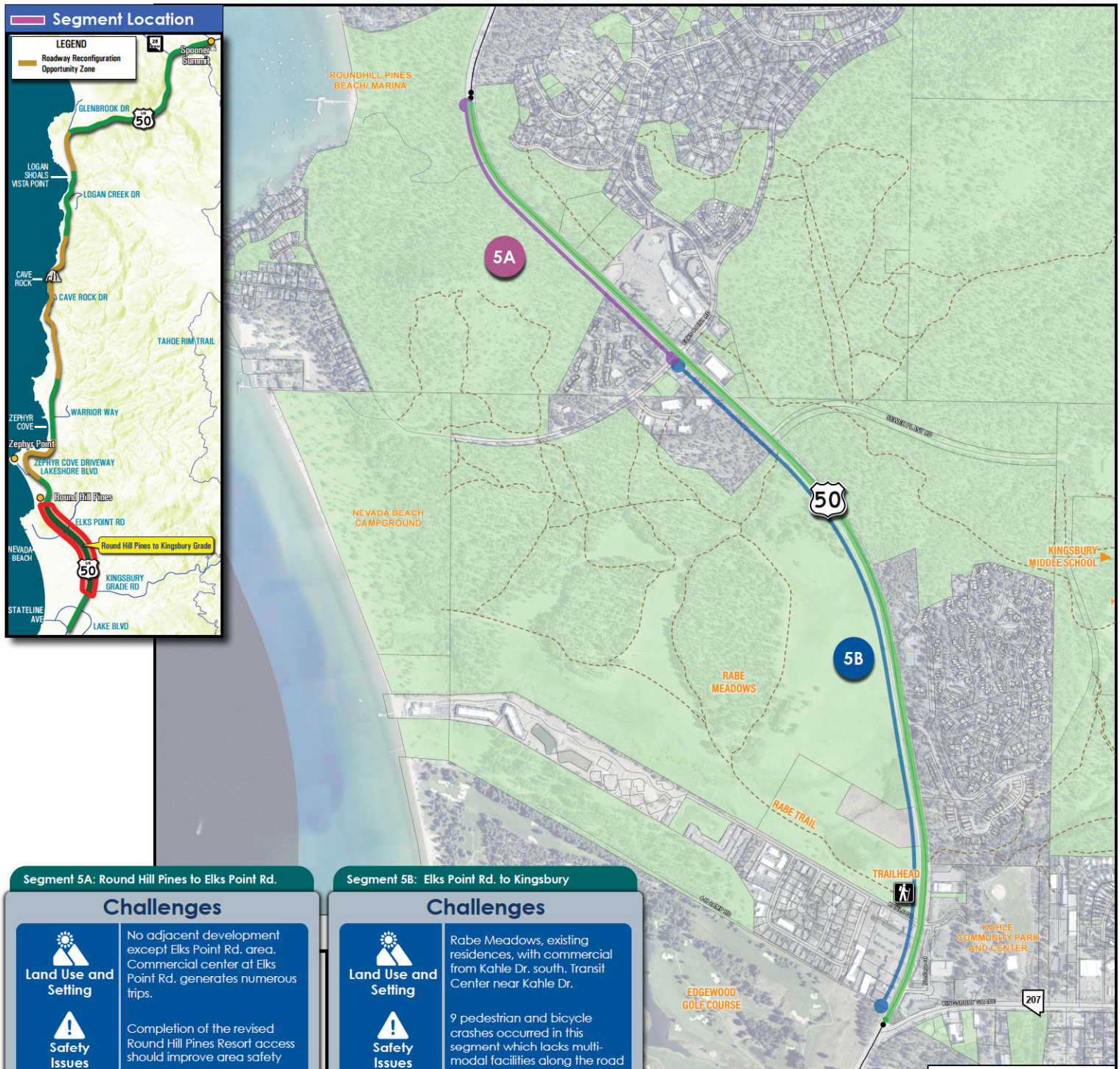
Safety Issues
One third of crashes involve high speeds

Other Issues
Round Hill Pines Resort entrance to be reconstructed (2022). Roadway upgrade south of Bourne Meadows results in slow-moving heavy vehicles.

Opportunities

- Maintain 4 lanes along Round Hill Pines Resort to accommodate slow-moving southbound vehicles
- Intersection improvements at/near Lakeview Dr. to encourage slower speeds
- Extend Tahoe Trail from existing terminus at Round Hill Pines Resort
- Consider transit opportunities to Round Hill Pines Resort

Maintain Existing Roadway Configuration



Segment 5A: Round Hill Pines to Elks Point Rd.

Challenges

Land Use and Setting	No adjacent development except Elks Point Rd. area. Commercial center at Elks Point Rd. generates numerous trips.
Safety Issues	Completion of the revised Round Hill Pines Resort access should improve area safety
Other Issues	Roadside highway parking occurs south of Round Hill Pines. No southbound right turn lane onto Elks Point Rd. Segment connected to Tahoe Trail

Opportunities

- Use 4 lane sections from Round Hill Pines Resort to Elks Point Rd. to accommodate slow-moving northbound vehicles and turn lanes at the intersection with Elks Point Rd., as well as future traffic volumes.
- Create No Parking Zone by relocating roadside parking to off highway locations, supplemented by transit
- Add turn lanes at Elks Point Rd.

Maintain Existing Roadway Configuration

Segment 5B: Elks Point Rd. to Kingsbury

Challenges

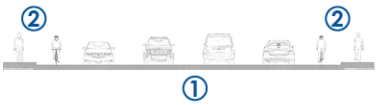
Land Use and Setting	Rabe Meadows, existing residences, with commercial from Kahle Dr. south. Transit Center near Kahle Dr.
Safety Issues	9 pedestrian and bicycle crashes occurred in this segment which lacks multi-modal facilities along the road
Other Issues	Planned Health Care Center could change travel characteristics. Consider expanded Kahle Visioning Plan.

Opportunities

① Maintain 4 lanes to accommodate future traffic volumes

② Incorporate bicycle and pedestrian facilities into the roadway prism

- Encourage overflow trail parking near Kahle Dr.
- Leverage the transit center to better serve the corridor



Segment Location

Challenges

Land Use and Setting

Segment includes Edgewood, snow play area, new events center, and casino core

Safety Issues

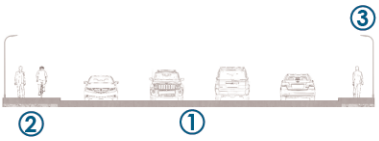
7 pedestrian and bicycle crashes in segment with limited multi-modal facilities east of Lake Pkwy., several occurring in low light conditions

Other Issues

Separate but considered US50 Main St. Management Plan and Loop Road project may construct eastbound sidewalk and roundabout at Lake Parkway Van Sickle State Park expansion

Opportunities

1. Maintain 4 through lanes
2. Extend Tahoe East Shore Trail along westbound US50 to Lake Parkway
3. Improve lighting at intersections
   - Consider circulation for both emergency egress and transit access
   - Improve turn movements at SR207
   - Leverage microtransit opportunities including service to Zephyr Cove Resort



D – Round 2 Canvassing Comments

Public Outreach Round 2

Douglas County Library (March 30, 2022), Lake Tahoe Visitors Authority (March 31, 2022), and Kahle Community Center (April 2, 2022)

Of the 170 participants at 3 Workshops, there were 258 Map Comments, 63 Comment Cards with 148 comments, and 33 emails with 90 comments.	
Douglas County Library: 56 signed-in	*Note: Comments submitted electronically are listed at the bottom of the sheet.*
Lake Tahoe Visitor Authority: 45 signed-in	*Note: Each participant may have left multiple comments*
Kahle Community Center: 69 signed-in	
Total Signed-in 170	

General Map Comments		
Number of Comments	**Comment**	**Response**
1	Like idea of visual highway design ques to alert people or slow people	Noted
9	More Enforcement of No Parking areas and speed; 1- Add DUI check point near Round hill Pines Entry	Noted to Nevada State Police; limited on officers; Considering No Parking Zones and increased fines like SR 28.
1	Snow plows flip snow off highway down onto side street below hitting cars and people on street.	Noted to District II Operations
3	Opportunity to move mail delivery from Post Office to neighborhood delivery	Noted not within NDOT's control
14	***Subtotal Map Comments***	
Map 1: Spooner Summit to Glenbrook		
Number of Comments	**Comment**	**Response**
5	SR 28 & US 50 Roundabout is good or would slow traffic	Intersection Control Evaluation (ICE) will be done in this area to determine intersection control
1	Like to see roundabout with 2 lane unimpeded by-pass onto SR 28 from 50 and same going from 28 onto 50	Intersection Control Evaluation (ICE) will be done in this area to determine intersection control
2	Dangerous turning left off of 28 onto 50 needs to be resolved; Signal, Over/Under pass/Roundabout	Intersection Control Evaluation (ICE) will be done in this area to determine intersection control
1	Improve signage warning SB 50 of intersection SR 28	Intersection Control Evaluation (ICE) will be done in this area to determine intersection control
2	Rt turn from SR 28 on to 50 is confusing and people either turn into AIS or go to intersection to turn	Intersection Control Evaluation (ICE) will be done in this area to determine intersection control
1	Cement divider between opposing lanes of traffic like east of Spooner Summit	To consider engineering, emergency response agencies and operation concerns regarding length of divider, turn around points, etc.
1	No bike lanes Remember the Calder Fire not possible.	Emergency response is a high priority and will be further considered in the design phase.
1	No bikes on 50.	NDOT can encourage bikes to use alternate routes; Federal law allows bikes on US routes; Designated US bike route
1	Need bike lanes in this area	NDOT is considering where the Right of Way will allow.
1	Use old highway for bike path	Further Environmental Analysis will determine the exact location and treatments for bike and pedestrian facilities within each segment of US 50.
1	Secure loose rock falling	Noted to District II Operations
1	Icing issues in shaded area just north of Glenbrook	Noted to District II Operations
1	Keep wide shoulder for cars having trouble	Noted signage is planned to alert motorists of emergency pullouts and areas will be kept where possible.
1	Widen shoulder would help avoid those people seeing lake for first time	The plan is looking at providing select locations for pullout vistas to improve motorist experience; Right of Way is limited along US 50
2	Discourage parking on highway; Winter sledders crossing is dangerous move parking	NDOT is currently contracting design to move sled hill parking and boat inspection further North on SR 28; No Parking Zone will be implemented once new area is built. Funding for construction is available.
1	Center merge or turn lane for left turn out of Glenbrook needed	Noted to District II Operations
1	Add better trail access for trails at Summit and by Spooner Lake	Project is considering better parking solutions as well as pedestrian circulation in this area with NDSP and USFS.
1	Enlarge parking for trail access Spooner Trailhead	Project is considering better parking solutions as well as pedestrian circulation in this area with NDSP and USFS.
25	***Subtotal Map Comments***	
Map 2: Glenbrook to Tunnel/Cave Rock		
Number of Comments	**Comments**	**Response**
2	Need Bike lanes for safety	Federal law allows bikes on US Highways; NDOT is looking at lane alternatives.
6	Keep 4 lanes- fires safety; one lane will create backups, more accidents, road rage	Emergency response is a high priority and will be further considered in the design phase.
2	Need NB & SB turn lanes into Logan Creek Drive	Turn lanes to be considered in Alternatives
2	Move bike lanes up hill	Federal law allows bikes on US Highways; NDOT is looking at lane alternatives.
2	Do not go back and forth between 2 and 4 lanes chose one or the other to Round hill	Noted to be considered in review of Alternatives
1	likes the idea of lane reconfiguration	Noted
1	4 lanes is deadly design at high elevations icy curves likes 1 lane each direction wants landscape divider wide area	Noted ice and snow will be considered as part of any Alternative selected
1	Need shoulders for safety and snow removal	Noted; NDOT will be considering snow removal as part of any Alternative selected

2	Center barriers where possible with breaks in center turn area for residential side streets	Center barrier pros and cons will be discussed as part of any Alternatives selected
1	No reduction of lanes use a merge left for through traffic concept.	Merge left concept would help for right turning vehicles but not for left turning vehicles
1	Do not want to encourage cars turning into Friedhoff Dr to turn around if turn lanes are added	Turn lanes are being considered throughout and not just at Friedhoff Rd.
2	Concern with accidents when lanes go from 1-2 , 1-2 will it increase? People hurry to get past vehicles to merge	Merge points and signage to merge will be studied as part of any Alternative selected.
1	Concern with changes to average speed, capacity with proposed changes.	Capacity has been analyzed and shown to meet future demands. Average speed expected to be closer to speed limit.
1	Post Office how many people access their boxes daily, summer vs winter.	Unknown
1	How many driveways? How many people here are year-round?	Approximately 62 driveways/cross streets between Glenbrook and Elks Pt. Road. Percent full-time residents is unknown.
1	Is there a problem not sure? How many accidents- auto, bike & ped in this area?	Average is approximately 100 per year in the corridor. Crashes exceed statewide averages for similar roadway types.
1	How many cars can realistically pass in this short 2 lane segment; how fast will they drive to pass: is less than a mile of passing lane	One mile passing lane length meets federal criteria.
1	Round hill to Spooner all 2 lane road with passing lanes & bike path on both sides.	Noted
1	Logan Shoals How many crashes here? How many wedding permits per year: What is capacity here/number of people who use it?	Study is proposing reconfiguring the parking pullout for the USFS Logan Shoals area with capacity a consideration and has considered a shuttle bus space for events; working with USFS
1	Has the one solid line helped safety at Cave Rock?	Cave Rock continues to be a high crash activity area. Speed, barrier rails/tunnels, and ice are all common factors.
1	Make dedicated bike lane in tunnels at Cave Rock	Unfortunately the tunnels will not accommodate a dedicated bike lane the study team is looking at other options.
32	***Subtotal Map Comments***	
Map 3: Cave Rock to Skyland		
Number of Comments	**Comment**	**Response**
3	Do not take away 4 lanes; concerned about fire evacuation, emergency vehicles and snow removal	Noted; NDOT will be considering evacuation and snow removal as part of any Alternative selected
1	Need 2 lanes to move traffic out for fire evacuations and commuters	NDOT will be considering evacuation as a part of any Alternative selected.
3	No one lane road	Noted
1	3 lanes including center turn lane and bike lanes stripe it and test it (sticker just north of Skyland)	NDOT will consider a test section(s)
1	Roundabout at Cave Rock State Park to slow traffic	Intersection improvements are being considered in this area; Right of Way is a challenge for significant improvements;
1	Speed reduction or lane reduction add turn lanes (arrows in from of Lincoln Park area)	Safety and turning improvements are being considered.
4	Need 4 way stop; Speed conditioning; extra lights at crosswalk with Lyons Dr Dangerous, Fast moving traffic doesn't stop. Pedestrian Bridge?	Intersection improvements and pedestrian safety are being considered in this area; Right of Way is an issue in this area;
8	Add/expand turn lanes make getting out of all neighborhoods easier; NB/SB left turns into driveways; Hidden Woods hard to get out.	Intersection improvements are being considered in this area; Right of Way is an issue in this area;
1	Make this segment 2 lanes with turning lanes	Noted
1	At Cave Rock Crosswalk add flashing sign	Pedestrian safety in this segment is being considered
1	Create off-highway parking areas	Off-highway locations are being studied
3	Need bike lanes; create bike lanes to Stateline	Federal law allows bikes on US Highways; NDOT is looking at lane alternatives.
1	No bike lanes on 50	Federal law allows bikes on US Highways
1	No bike path through Lincoln Park Track	NDOT is not looking at carrying the bike path through Lincoln Park.
1	No bike path through Skyland neighborhood	Bike Path alignment will be determined in future environmental study; however, analysis suggests there is room outside of fence to accommodate the bike path.
1	Move bike lane up on mountain	Federal law allows bikes on US Highways; NDOT is looking at lane alternatives.
1	If bike lanes move off highway can you provide access to local residence	Federal law allows bikes on US Highways; NDOT is looking at lane alternatives. Resident access to off highway locations dependent on location.
1	To improve safety add rumble strips center line and side (fog line)	Noted to District II Operations
1	Add flashing speed sign as curve to south of Cave Rock	Speed-limiting signs are being reviewed.
1	Going to 1 lane is not feasible when CA comes in mass (too much volume)	Current and future roadway capacity has been analyzed.
1	I know the idea is to slow fast drivers but how much does this proposal reduce the capacity of the roads? We already get big traffic James?	Current and future roadway capacity has been analyzed.
1	Reduce speed to 35mph Cave Rock to Stateline	Speed limits will be studied.
1	Single lanes anywhere along this stretch (Skyland) will affect traffic when tourist get stuck no where else to move.	Current and future roadway capacity has been analyzed.
1	Need better lane marking to see at night; seems wear off each winter.	Noted to District II operations; regarding nighttime line marking; Snow removal does impact striping.
1	Need good lights in southbound tunnel (day & night)	Noted to District II operations;
1	Add lighting to crosswalk at Cave Rock cars speed and it is blind corner	Pedestrian safety in this segment is being considered
1	Word 'Bikes' with arrow down and out of Cave Rock	Noted to District II operations; regarding nighttime line marking; Snow removal does impact striping.
1	Passing Lane with arrow north of Skyland	Lane configuration and signage will be looked at with the Alternatives for each segment.
3	Partner with USFS for bike path going up into the mountains; TRTA has a route; Go significantly east of 50	Future alignments of the bike path will be studied as part of the environmental analysis. However, mountain alignment does not serve locations along the corridor.
47	***Subtotal Map Comments***	
Map 4: Skyland to Round hill Pines		

Number of Comments	Comments	Response
3	No one lane whole corridor	Noted
4	Don’t reduce lanes on 50 too much traffic; don't want 1 lane bottlenecks	
1	Keep 2 lanes a NB & SB For evacuations just change flow during that time.	Noted; NDOT will be considering evacuation as part of any Alternative selected
1	No one lane traffic anywhere build merge or turn lanes at specific key points	Lack of right of way is a key factor in adding additional width but will be looked at in each segment.
1	Concern transition 2 to 4 lanes will see cars accelerate quickly to pass slower traffic	Current and future roadway capacity has been analyzed.
2	If you reduce to one-lane each direction the flow will be too constant to allow driveway access(ZC to Lakeview)	Traffic signals on either side of this section provide traffic gaps during peak periods.
1	Address speed and blind curves for the 3 driveways (n. of Conference center) on 50 add flashing speed limit lights	Noted: NDOT is looking at Alternatives in this area to address speed issues and turn movements.
1	Arrows pointing north end of Dryfess 'Angry motorists behind slow traffic- full throttle passing slow traffic	Comment unclear.
1	One lane each way with divider to avoid head ons	NDOT has been considering barriers along each segment. Opening for numerous driveways/cross streets are a challenge.
1	New light at Warrior Way Move entry to Zephyr Cove Resort to share. This opens up ZCR parking to better parking options at HS& ES. Stop jay walking 50.	Warrior Way light is to be constructed 2023 with main parking off Warrior Way. Existing Zephyr Cove intersection will remain. Directional Signage by USFS .
1	Digital speed signage telling people how fast they are going before Skyland both ways	Digital signage is being looked at as part of this study
1	Skyland add guardrail	Noted to design team for review
1	Hydro plane water on road just south of Skyland subdivision	Noted to District II Operations
8	No Shoulder Parking on highway Skyland area south	Study is considering No Parking Zones as off-highway parking and transit is completed in each segment similar to SR 28 Incline to Sand Harbor.
1	People unload cars in travel lanes near on 50 and Warrior Way	Study team is working with USFS and Douglas County to add off-highway parking; with TTD on transit options; increasing fines and going to No Parking Zones similar to SR 28 Incline to Sand Harbor.
1	Put parking lot in Zephyr Cove	USFS will be adding interior spaces at Zephyr Cove near Warrior Way 2023. Study is looking at removing all shoulder parking to off-highway parking in this area.
1	No bike path or public walking through Skyland	There appears to be sufficient right of way to place the bikeway outside Skyland fence this would be studied further in the environmental analysis.
1	No bike lanes on 50 concerned about fire evacuation	Federal law allows bikes on US Highways; All alternatives proposed will consider Fire Evacuation routing.
1	keep bikes up on hillside away from Skyland subdivision	Federal law allows bikes on US Highways; Alternative routes will be considers in the environmental analysis.
1	For beach designate use and patrol use.	Noted to USFS
1	Get rid of signal light at Zephyr Cove to shared light Warrior Way.	Noted to design team to consider other types of intersection controls with the higher volume of turn movements in this area.
2	Want bike lanes; they could also be a place for snow in winter and provide safer shoulder	Noted Federal law does allow bike on US highways
4	Create off-highway parking; add more; link to beaches and trails	Design team is working with USFS and Douglas County to add both interior Zephyr Cove parking as well as off-site off-highway parking in this area with trail connections.
5	Create pedestrian crossing like Incline (tunnel or formalized Ped crossing) or bridges	Design team is considering underpasses as part of the planning process.
2	Link Bike path out to Zephyr Cove	Note to design team
1	Relocate the 'commercial use parking lots like busses and snowmobiles at Zephyr Cove for shoulder parked cars on Hwy 50.	Noted to USFS and design team
6	35 mph ZC thru Lakeview Dr/Marla Bay/Bourne Meadows /Skyland to Stateline/Cave Rock to Stateline	Noted to design team for review
6	Center/Left turn lanes ZC thru Lakeview Dr/ Marla Bay	NDOT is looking at Alternatives to address center and left turn movements in this area.
7	Need traffic light or traffic circle/ intersection improvements Lakeview, N. Martin, Lakeview, Sierra Summit?, Zephyr Cove Resort	NDOT is looking at intersection controls and turn movements to address these areas
1	Roundabout at existing Zephyr Cove Resort won't work	Noted to design team for review
1	Roundabouts won't work here put in traffic signals	Intersection control evaluation (ICE) would be done to look at solutions when an Alternative moves into final design
1	Is stop light a solution, there is more stopping.	Intersection control evaluation (ICE) would be done to look at solutions when an Alternative moves into final design
1	No right turn sign for ZC Lodge	Noted to District II Operations
1	N. Martin cut out rock embankment so people coming out can see to the left.	Study is considering better turn movement options in this area
1	Existing bike path end create bridge and move to mountain side	Future alignments of the bike path will be studied as part of the environmental analysis.
2	Lakeview by Pine Cone Lodge is to steep trailers or long vehicles bottom out vehicles have gotten hung up.	Noted to design team and to Douglas County
1	Don't remove the shoulder parking south of Lakeview mountainside people use it to access the lake through Marla Bay	Noted to design team for review
1	Look at Tahoe Dr./Myron & 50 people U-turn there to grab shoulder parking. People stop in fast lane no warning to make U-turn.	Noted to design team
1	Prevent U-turns at Skyland entrance	Noted to design team
1	People going speed limit in fast lane are passed at high rates of speed in slow lane	Speed reduction is one of the objectives of the project concern noted to design team.
1	Clear trees too close to roadway	Noted to design team and USFS

1	Consider capacity at the beach if the parking continues on the roadway.	Capacity is a concern; Off-highway parking is being explored with USFS and Douglas County with No Parking Zones on highway.
1	Need reliable transit system or cars & traffic will continue.	Noted to design team and to Tahoe Transportation District
1	Timed stop lights Glenbrook to Round hill move traffic in and out accordingly.	Noted to design team
1	How many people live here year-round vs use their vacation homes? Each side Zephyr Heights Marla Bay Restaurants.	Percent full time versus part-time is not known.
1	Icy area just north of Martin Dr. needs to be addressed	Noted to District II Operations
1	Snow removal issue ZC to Conference Center SB one lane it is unexpected.	Noted to District II Operations
1	Pedestrians why no stop light appears arrows are pointed at N.Martin	Noted to District II Operations and design team for review
2	Add Speed limit digital signs throughout segment from ZC to Lakeview in both directions	Digital signage is being looked at as part of this study
1	Your blocking driveway signs	Private driveway signage the responsibility of property owner.
1	If you build off highway parking don't allow US 50 parking we don't have the capacity	Capacity is a recognized concern; Design team is looking at No Parking Zones for the highway.
1	Consider talking with the folks who own the Hilfiger estate regarding frontage and better access for ZH	Noted to design team
1	Deadman's Curve	Deadman's Curve is being looked at by the design team.
93	***Subtotal Map Comments***	
Map 5: Round hill Pines to SR 207		
Number of Comments	**Comments**	**Response**
1	Round hill Pines intersection left turn movement to center turn lane	Noted to design team
1	Concerned new Round hill Pines entry is being done in haste without full safety considerations	Noted to USFS and design team
1	Add stop light arrow points Sierra Colina subdivision	Noted to design team
1	No Shoulder Parking in this segment	Design team is considering No Parking Zones in this area with increased fines similar to SR 28 Incline to Sand Harbor..
2	Create off-highway parking for the shoulder parking; add more parking Nevada Beach & Round Hill Pines	USFS is constructing new entry & parking Round Hill Beach summer 2023; Design team is discussing with USFS Elks Point Rd parking issues.
1	Add parking on Elks Pt diagonal (Ponderosa example)	Design team is working with USFS and Douglas County to improve Elks Pt. road parking to off-site off-highway parking in this area.
1	Open beach parking year round	Noted to USFS.
1	Must provide bike lanes	Federal law allows bikes on US highways; Noted to design team.
1	Get bikes & pedestrians off 50	Federal law allows bikes on US highways; Bike, pedestrian safety with be looked at by the design team.
1	Provide wildlife crossings at creek crossings	Noted to design team
1	Better Signage	Noted to design team
1	Move bike path to mountain side	Alignments for the bikeway will be studied in future environmental analysis
1	Consider increased parking needs Barton Medical Center already not enough parking available Kahle Dr area	Noted to design team, Douglas County and USFS
1	Improve intersection Kahle Dr/50 better pedestrian sidewalk and bike path connections.	Noted to design team and Douglas County
2	More parking Kahle trailhead area	Noted to design team and Douglas County
1	What does more parking near Kahle mean? Does that parking lot fill up?	Yes the parking lots fills and there is spillover onto Kahle Dr.; Design team is working with Douglas County and USFS on solutions.
1	Ask Barton if their parking lots would be available for trail parking?	Noted to design team
1	Work with KGID & DC for a solution to access Kahle trail to beach need to divert people to NV Beach	Noted to design team, Douglas County and USFS
1	Enforce No Parking for entire US 50 to Summit No Parking	Design team is looking at No Parking Zones; increased fines and enforcement with Douglas County.
1	How will this work give 4 to 2 lanes and traffic jam issue?	Existing and future capacity has been analyzed.
22	***Subtotal Map Comments***	
Map 6: SR 207 to Stateline		
Number of Comments	**Comments**	**Response**
5	Add Bike Ped improvements on east side	Noted to design team
4	Add bike path Existing sidewalk on west side	Noted to design team.
1	Right turn from 207 to 50 is dangerous in the winter	Intersection is being looked at by design team; will need to work with Barton Health
1	**Improve signal timing 207**	Noted to District II operations
1	Get Bikes off Kingsbury Grade	State law allows bikes on state routes
1	No Bikeways	State law allows bikes on state routes
1	Divert visitors to Kahle to walk to NV beach- transportation	Providing transportation choices are to be considered in the plan alternatives.
1	Since the loss of turnouts fatal highway wrecks have increased.	Noted to design team
1	No repurposing lanes	Noted to design team
2	Need Roundabout at 50 & Lake Parkway	This is being handled under a specific study for that intersection; Noted to design team.
2	No Roundabouts	Noted to design team
1	Linkage to 207 for commercial corridor (main street program a possibility on Kingsbury Grade	Noted to design team
2	Loop Road yes; Do that	Noted to design team

1	35 mph Stateline to Cave Rock	Speed limits are being looked at for each segment of the corridor.
1	Fix Boulder (rockfall) issues on 50	Noted to District II operations
25	***Subtotal Map Comments***	
258	***Total Map Comments***	

Comment Forms Total 63 (17- Library; 7- Visitor Center; 39- Kahle Community Center)		
Number of Comments	**Comments Information Cards/Forms**	**Response**
5	Reducing to One lane traffic will back up; forces those with 4-wd to go slower behind speed safe for 2wd without snow tires; could hurt our economy	Existing and future capacity has been analyzed.
2	No reduction from 4 lanes- to accommodate bike lanes	Noted to design team
1	Add turn lanes only if you don't reduce 4 lanes	Noted to design team; Right of Way is limited along US 50
1	Generally agree with concepts but would like to see what impacts are to congestion and impact to passing at transition points	Noted to design team
2	Keep 4 lanes as much as possible or keep one lane to minimum	Noted to design team
1	Having east bound evacuations reduced from 3 lanes to 2 lanes doesn't make sense.	Emergency evacuation will be consider with proposed Alternatives
2	Widen the road where possible to allow a right turn lane or extending existing center turn lanes	Noted to design team; Right of Way is limited along US 50
1	Do a trial shift of lanes mid July to see impact	Noted to design team
1	If you reduce to one lane traffic will move to Kingsbury to avoid congestion more accidents then on Kingsbury	Diversion to SR207 has been considered and not likely to occur under most conditions.
1	If you reduce lanes in the ZC- Lakeview stretch you will need stop light at Lakeview so that residents can get in and out.	Noted to the design team; Intersections in this area are being reviewed.
1	Opposed to reducing lanes on 50 need passing lanes and not aggressive drivers behind tourist going slow. Narrowing should be last resort.	Noted to design team; Right of Way is limited on US 50 for passing lanes.
1	Don't support reducing lanes 4 to 2 ok to reduce speed in certain places	Noted to design team
1	Concerned transition areas from 2 to 4 lanes folks will speed up to pass creating more accidents acceleration is a bigger factor in crashes than velocity(50 Placerville)	Passing opportunities far close than on US50 towards Placerville. Lane closures for construction/maintenance have not identified issues.
1	Concerned about going to 2 lanes when it comes to winter snow/ice management	Noted to design team snow and ice is management will be considered in proposed Alternatives.
1	Concerned that it is already hard to cross the existing lanes how will reducing lanes improve turning at Cave Rock, Lakeridge, Hidden Woods area	Center turn lane provides refuge to negotiate one lane at a time versus current condition.
1	Doesn't support one lane from Spooner to Zephyr Cove speed limit should be reduced instead concern with winter snow removal, fire evacuation in this segment.	NDOT will be considering speed-limiting solutions as well as emergency evacuation, and snow removal in proposed alternatives.
1	Need turn lane by Camp Galilee fire station and Post Office there was one there previously.	Noted for District II operations and design team review.
1	Need turn lane by Logan Shoals parking it is a trailhead and we need to continue parking there. Also, keep north Logan Shoals parking access.	Design team is working with USFS to improve/formalize the parking at Logan Shoals which would also look at turn movements.
1	Keep 4 lanes in front of Skyland	Noted to design team
1	Resident of Zephyr Heights opposed to one lane on any of US 50 because of visitor volumes; snow removal restricts lanes now; fire evacuation; would like turn lanes	Noted to design team; Right of Way is limited in this area; NDOT will be considering fire evacuation and snow removal in each segment of the corridor.
11	Reduce speed to 35 mph add speed signal; Zephyr Cove, Cave Rock or other residential high volume areas; 1- could be Stateline to Glenbrook; or 45 mph is to fast	NDOT will be considering speed limiting solutions for all segments of the corridor.
3	Zephyr Cove area and ZC to Marla Bay center turn lanes are needed or 1- no turn with a place to turn around nearby.	NDOT will be looking at this segment to improve turn movements; Noted to design team turn around issue.
1	Add middle turn lanes between Sadie Lane or Cave Rock Boat area to Hidden Woods	NDOT will be looking at this segment to improve turn movements; Noted to design team turn around issue.
1	Electronic trip signal on all driveways that connects to flashing sign warning drivers on highway of cars entering highway but please no constant flashing or streetlights	Noted to design team
1	Flashing warning signal warning of blind driveways Cave Rock area south along with Convex mirror on lake side upper Lakeridge can see cars	Noted to design team
1	Place speed calming on US 50 near approach to intersection Cedar Ridge/Tamarack	NDOT will be considering speed limiting solutions as well as turn movements in this segment.
2	Merging lanes-Force all west? Bound traffic thru traffic into far right lane for about 1/4 mile from Sadie to Hidden Woods (like Johnson Lane)	Through traffic merging would help with left turns but would conflict with right turns.
9	Shoulder Parking should be removed to off-highway lots	NDOT is working with USFS and Douglas County to relocate shoulder parking to off-highway sites and move to No Parking Zones with increased fines.
1	Increase fines for illegal shoulder parking	NDOT is working with USFS and Douglas County to relocate shoulder parking to off-highway sites and move to No Parking Zones with increased fines.
4	Off- Highway Parking lots- add more throughout with safe connections; Dreyfess has no parking; move snowmobiles & buses somewhere else so cars can park,	NDOT is working with USFS and Douglas County to relocate shoulder parking to off-highway sites and move to No Parking Zones with increased fines; This includes Dreyfess area; Noted to USFS snowmobile & bus issue.
1	Paid Parking on corridor	Noted to Douglas County, USFS, and Tahoe Transportation District; NDOT
1	Like to see safer intersections: Lakeview Dr with middle turn lanes	Noted to design team; NDOT is looking at solutions to turn movements in this area.

13	Prefer signals at intersections; Warrior Way, Lakeview, Marla Bay etc. synchronized to other lights; 1- like light at SR 28 & 50	Noted to design team.
1	Prefer Roundabout they work to slow traffic, eliminates idling, continuous flow, better for pedestrians	Noted to design team.
2	Roundabouts work if they are built large enough	Noted to design team.
1	Consider the Meyers roundabout its design does not work it backs up and residents can't enter into circle.	Noted to design team.
1	Provide safer entrance to Round hill Pines	USFS is constructing new entry, 2023
4	No Roundabouts feel they don't work	Noted to design team.
1	Bike lane strongly in favor	Noted to design team.
4	No Bike lanes; no increase to bike lanes; they don't stay in their lanes esp. groups, they are small minority, not from NV don't pay taxes; thru tunnel is dangerous.	Federal law allows bikes on US highways; Noted to design team.
1	Bike trail near Cave Rock shouldn't be on 50 needs to be off road like Incline Village.	Project team will be working with the tribe to seek solutions.
5	Bike Path should be separate; like bike path system or likes Incline Village would be safer than bike lanes.	Noted to design team; Federal law allows bikes on US Highways; Separated paths can offer users a transportation choice.
2	Very interested to have bike path connect Marla Bay to Round hill Pines	Noted to design team, USFS and Douglas County.
2	Pedestrian/bike bridges or tunnels is best in high visitor areas	Noted to design team.
3	Bike Path on forest land where it is option and then drop back down to connect to recreation areas; 1- they can use other trails around the lake	Future alignment of the bike path will be studied, and alternatives looked at in the environmental analysis.
1	When the bike path is added to ZC Resort trash collection will be critical; keep it next to highway out of residential neighborhoods.	Noted to design team; future alignments of the bike path will be studied in the environmental analysis process.
3	Pedestrian crossings with flashing signals activated by user; Lyons Ave	Noted to design team NDOT is looking at the pedestrian crossing in this area.
1	Add turnouts paved so people can safely turn around	Noted to design team.
1	Widen road; if you follow existing outdated policy you will create new/more problems than you solve	Right of Way is limited; Noted to design team
2	Need access daily basis to shopping and emergency services using our vehicles this will negatively impact us.	Noted to design team.
1	What are the costs and where does the money come from?	Cost estimates to be included in final report. Funding not yet identified.
1	Concerned that people will shoulder park in turn lanes or acceleration lanes	Project team is looking to move shoulder parking to off-highway parking lots; install No Parking Zones and increase fines.
2	Paint lines on highway every year	Noted to District II operations
1	Lincoln Park 7 rental houses, each with 4-8 cars suggest TRPA & DC create tourist zones & limit commercial activities 20-30 cars in our neighborhood impacts 50	Noted to TRPA
1	Transit free	Noted to Tahoe Transportation District
1	Shuttles are useless to accommodate transit where will the parking lots be built.	Off-highway parking lots are being looked at with USFS and Douglas County in concert with other transportation choices.
1	Concerned that shoulder parking will increase where roadway is reduced to one lane	Project team is looking to move shoulder parking to off-highway parking lots; install No Parking Zones and increase fines.
1	Concerned about safety and evacuations; improve communications and digital message signage to help both residents and tourist.	Noted to design team; NDOT will be considering emergency evacuation with the potential Alternatives this includes improved communications and digital signage.
1	Very good ideas were presented that would improve safety on 50. I've lived here over 50 yrs. I think improvements need to be made.	Noted to design team; Thank you.
1	You received comment in 2017; now you are requesting comment again; what has been developed since last listening tour?	2017 concepts have been reconsidered and further refined. Recommendations have changed.
1	Changing behavior of visitors and residents speeding is impossible-only falling boulders make us focus!	Transportation solutions regarding reducing speed are rarely easy and require multiple approaches from visual ques, alterations to the highway and enforcement.
1	Most accidents involve tourist and not locals	All travelers deserve a safe roadway.
1	Reducing speed will not be effective People will speed no matter what the posted speed.	NDOT's primary goal is safety therefore, we will always try to seek solutions to reduce speeds and prevent accidents.
1	noise meters for vehicles without proper exhaust	Noted
1	Take the most controversial proposal and maybe the most logical and do a 6 month test I.e. 3 lanes with the center turn lane	Noted to design team.
1	Lakeview needs to be fixed there are 6-10 accidents there per year. Martin come out on a blind corner	NDOT is considering Alternatives to improve the intersection turn movements in this area.
1	Deadman's curve Zephyr Heights consider electronic display to warn motorist driving out of subdivision on N. Martin that cars are coming.	Noted to design team.
1	No specific accident data has been presented so can't make determination that something less than 4 lanes is safer.	Crash data available on the study website documents
1	Can you provide GPS or traffic data.	Traffic data available on NDOT website and in study documents available on study website.
1	Managers of Zephyr Cove should be compelled to help solve the parking problem not just NDOT	NDOT is working with USFS and Douglas County in this segment. USFS is constructing some off-highway parking near the new Warrior Way signal in 2023.
2	Very Bad idea or destroying Tahoe (no other written comment)	Noted.
2	Concerned with evacuations during fire and winter storm.	Emergency evacuation and snow removal are a priority for NDOT and will be considered as Alternatives are developed.

1	Utilities not listed as study partners, should be at table	NDOT will be reaching out to the utilities as the study progresses.
1	Also, feels a study goal should be residential approval.	Noted to design team.
2	Thanks-Looking forward to hearing about future plans appreciate the meeting and all the people to explain the plans open meetings are important.	Thank you.
1	I prefer presentations rather than workshop	Noted to design team.
1	Suggest work with all the agencies and come up with solutions similar to Incline Village bicycle/walkway.	Noted to design team.
1	What is happening with the water treatment facility at Lyons &50? Temporary structures & barriers.	Status unknown
1	Consider daily commuters to many slow spots negates the primary purpose of a highway.	Noted to design team.
1	Transit won't impact residents at lake it really is for tourist	Noted to Tahoe Transportation District. Transportation choices like shared paths and transit for visitors can reduce traffic on roadways.
1	Transit hub/stop should be set up at Safeway to drop and pickup visitors	Noted to Tahoe Transportation District.
1	Seek input from NHP, NDOT road crews they live it.	NDOT will be seeking input from Nevada State Police and District II operations.
1	USFS vendor jacked up prices which makes people park on highway and in neighborhoods to avoid fee.	Noted to USFS
148	***Comments Information Cards/Forms***	

Comments submitted electronic Rd 2 Total 33		
Number of comments	**Comment Submitted Electronically**	**Response**
3	Oppose reducing traffic lanes cites there is 140 ft of ROW why aren't you using it; cited traffic jams because of accidents; how would life flight land; make evacuations worse.	ROW varies significantly with topographic constraints in many areas. Evacuations are being considered by the design team.
1	Can't imagine single lane Why don't you make a center turn lane;	Lane reconfigurations being considered to create room for turn lanes. Right-of-way, topography, and development make widening for turn lanes a major challenge.
7	Oppose single lane cited difficult for locals who work around town to get anywhere or cited fire evacuations; felt it was being done solely for bikes & peds.	Reconfigurations are being considered to improve and safety and turning. Evacuations are bring considered by the design team.
1	Build roundabouts and left turn lanes anything to slow traffic "its not the wild west anymore"	Noted to design team; Intersections are being looked at within each segment of the highway.
1	Wants roundabouts or lighted intersections where appropriate	Noted to design team; Intersections are being looked at within each segment of the highway.
1	Wants one lane, with center turn lane and bike & ped access Hwy 50 is outdated engineering it is dangerous too many accidents needs to be fixed.	Noted to design team; Transportation choices including bike and pedestrian and transit are being considered in the development of Alternatives.
1	Crucial to address speed & noise come down Spooner to Glenbrook terrible accidents	Noted to design team;
1	Don't narrow lanes Spooner to Glenbrook cited RV's, Trucks, Rock slides	Noted to design team;
1	Safety should be priority wants middle turn lane 2 fatal between Hidden Woods & Cave Rock	NDOT is concerned about the number of fatalities and is looking at this segment of the highway for solution to slow speeds and improve turn movements.
1	Supports reducing lanes after seeing success in Oregon scenic byway	Noted to design team.
1	wants one lane through tunnels and south from CR State Park through curves	Noted to design team. Alternatives are being developed for this segment.
5	Need turn lanes cited Skyland, Cave Rock, Zephyr Resort to Lakeview area need left turn lane	Noted to design team. Alternatives are being developed for this segment.
1	Don't reduce lanes it will make it harder to get out of Skyland citing line of traffic will be longer	Noted to design team;
1	Opposed to single lane Stateline to Carson City cited winter gridlock	NDOT is working to find solutions to lessen the impact that the I-80 closure has on US 50.
1	If reconfigured add emergency lane or show how that would work	Emergencies and evacuations will be considered in the design Alternatives.
1	SR 28 & US 50 add protected left turn with light at intersection	Noted to design team; Intersection Evaluation study is planned for 28/50
5	Need shoulder parked cars parked off of highway and add off-highway parking.	NDOT along with USFS and Douglas County are looking at off-highway parking sites, No Parking Zones and increased fines similar to SR 28 Incline to Sand Harbor.
1	We need left turn lanes for safety and roundabouts to slow speeds	Noted to design team; Alternatives will be developed looking at turn movements, acceleration and deceleration lanes and intersection controls.
2	We need bike ped access	Noted to design team; Transportation choices, including bike and pedestrian and transit, are being considered in the development of Alternatives.
3	Concerned for safety Lyons crosswalk wants pedestrian actuated light	Noted to design team and District II operations.
1	Lots of accidents Cave Rock area need to slow people down	Noted to design team.
1	Add speed calming devices to highway	Noted to design team.
1	Excessive speed throughout corridor	Noted to design team.
1	Southbound traffic needs protected right lane (south of Cave Rock) like the 395 Johnson lane area	Noted to design team; Alternatives will be developed looking at turn movements, acceleration and deceleration lanes and intersection controls.
1	Provide pullouts for disabled vehicles or emergencies	Emergency pullouts are being look at as part of the corridor study.
2	Want mirror at Cedar Ridge to see further around corner	Noted to design team.
1	Use old Hwy 50 for bikes and pedestrians would enhance safety	The bike path environmental analysis will look at viable alternatives for each segment of bike way.
1	NDOT should explore the old highway route around the tunnels for a bike/ped bridge structure it would be safer.	NDOT will be reaching out to the Washoe Tribe to explore alternative routes when that segment is in design.
1	Concerned about Zephyr Cove beach backup live on mountain side and can't make left turn out of driveway	The Alternatives in this area will be looking at turn movements from streets and driveways with the high capacity beach demand in the Zephyr Cove area.
1	Concerned that adding turn lanes by reconfiguring lanes will increase accidents as motorist merge prefer slowing traffic	Merge points have not been found to increase crashes over existing conditions.

1	Maintaining an effective flow of traffic should be a primary consideration congestion impacts tourism & economy	Reducing congestion including accident backups and maintaining flow at posted speed limit is a part of NDOT's design for each segment.
1	Vista Points need to be signed	Noted to design team.
3	Enforce speed limit	Noted to Nevada State Police; NDOT recognizes staffing limits and works to include speed reduction in our design in selected areas.
1	Enforce with the use of cameras focus on residents and commuters who speed	Nevada State Law currently does not allow but could be considered, it would take legislative action there are those who oppose and those that support.
2	Lower Speed limit	Noted to design team.
1	Lower Speed Limit from Glenbrook to Stateline to 40mph	Noted to design team.
1	Maintain current 50 mph speed limit	Noted to design team.
1	Add center barrier from SR 28 to Glenbrook	Center barriers will be considered within each segment.
1	Bike lanes are low on the list to few riders	Noted to design team.
1	Wants separated bike path he is an avid bike rider not necessarily lanes it is too dangerous with the speed here.	Noted to design team.
1	Concerned about removing lanes to add bike lanes just add bike path no bike lanes which will help to reduce	Noted to design team.
2	Add lane dividers in certain areas to prevent head-ons Spooner-Glenbrook and Zephyr Cove Resort to Lakeview	Lane dividers will be considered within each segment.
2	Add digital signs to remind motorist of their speed-- it helps and NDOT can collect data on speeds	Digital signs will be considered in the design process.
1	Current development of concert event center is going to make things worse with DUI's speed and mass traffic	Noted
1	Broadband infrastructure should be included	Broadband installation is a priority and is being installed as highway construction or repaving work is done. Example SR 28 resurfacing and Bikeway project completing 13 miles
1	Area from Glenbrook to Cave Rock not designed for 60 mph need to slow speeds it should be 2 lanes and 25 mph	Noted to design team.
1	Glenbrook noise is serious issue would like sound walls by Uppaway	Noted to design team.
1	There needs to be warning sign (DMS) back in Carson about stopped traffic got stuck 6 hrs when it was avoidable	Noted to design team.
1	Worried about snow removal if the highway goes to one lane	NDOT will be considering snow removal operations with any Alternatives selected and will work District II operations on this issue.
1	Concerned about snow removal with bikeway wall and doesn't feel people ride or walk along 50 should consult experts in snow removal first.	NDOT will be considering snow removal operations with any Alternatives selected and will work District II operations on this issue.
1	Concerned with bottleneck areas that reduce commute times into south shore area cited Barton & casino expansion will add employees commuting	Noted to design team.
1	Understands private property issues but wants more effort to obtain easements, land swaps or donations before putting in bike lanes on a 60mph road.	Federal law allows for bikes on US Highways each segment of highway will be looked at in regard to right of way.
1	Private and public properties should be required to meet their own parking demands on site not use Hwy 50 for parking.	Noted to design team.
1	Decisions should prioritize vehicles only.	Noted; NDOT recognizes all transportation choices within a highway corridor to address challenges and seek solutions.
1	Do you have data that supports use of transit	Transit is an important strategy. Refer to TTD Transit Master Plan for data and strategies.
1	Concerned it has taken so much time between 2017 and now to study the issue.	NDOT recognizes the delay and associated issues and is working to toward solutions.
1	Project will increase accidents	Safety is a primary study goal and recommendations are specifically designed to reduce crashes.
1	Not convinced that narrowing lanes on Spooner would increase safety provided link	Narrowed lanes have been shown to reduce crash severity due to lower average operating speeds.
1	Appreciated that the project goals were reflecting his priorities	Noted
1	Appreciate process but don't be like CA where delays ruin good projects	So noted thank you.
1	Great job appreciate all the work	Thank you
1	Noted Van Duzer Forest State Scenic Corridor signs with double fines below posted speed limit	Noted to design team.
1	Thanks great job suggests creating poster boards showing different point of view surprised how strongly people felt that their opinion was the only one that mattered.	Noted to design team.
1	You have highlighted the issues well details of actual design will help convey priorities against limited budgets Is there a time line (for implementation)?	Thank you, the Alternatives, to be considered will be the next step; some quick win solutions could be implemented with the 2025 resurfacing projects others will be a part of long-term implementation plan which will be a part of the CMP document.
1	East Shore is a treasure imagine the environmental, economic, safety, recreation improvement opportunities that could come out of this for next generation.	Noted to design team.
90	***Total Submitted Electronically***	

E – Round 3 Boards and Maps

Welcome to the US 50 East Shore Corridor Management Plan Canvassing Tour

We are listening! At this event, you can provide input on alternatives for the US 50 Corridor Management Plan (CMP). This study assesses safety and access along US 50 and identifies opportunities for NDOT to address those needs. Speak with study representatives to learn more!

Please fill out a comment card before you leave, or go online at any time to dot.nv.gov/us50eastshore

We want to hear from you.

Study Area and Contact

Study Limits

US 50 CMP Study Limits:

- ***Northern Terminus: Spooner Summit***
- ***Southern Terminus: CA State Line***
- ***Total Length: 13 miles***

This corridor is unique given the broad range of users compared to other corridors around the Tahoe Basin. These users include:

- *Residents*
- *Commuters*
- *Visitors/Recreationalists*
- *Local and Regional Commerce*
- *Inter-State Travelers*

Study Contact

Melissa Chandler, NDOT Project Manager

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775.888.7170

dot.nv.gov/us50eastshore

What is the US 50 CMP?

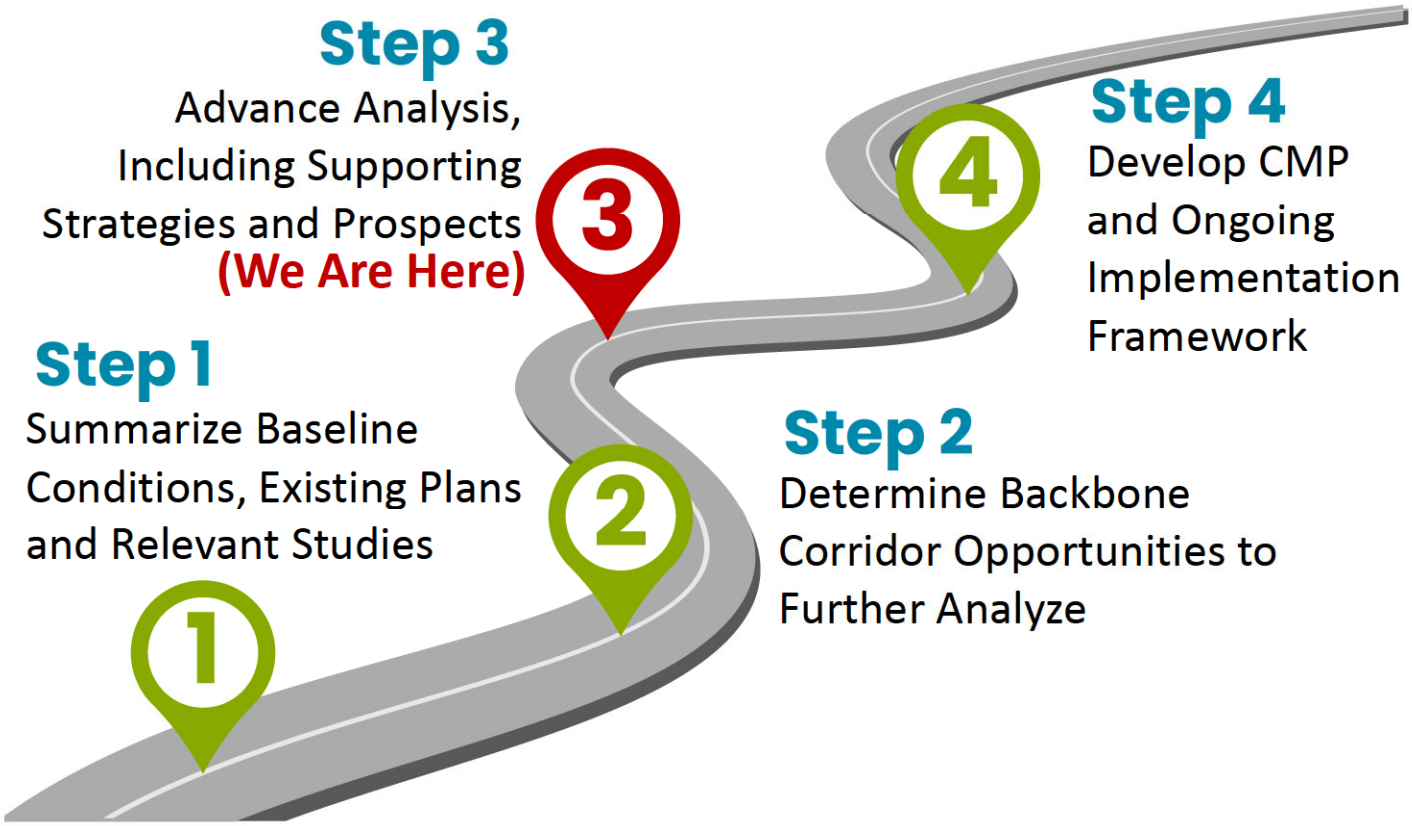
The US50 East Shore Corridor Management Plan is an integrated, multi-modal transportation study with the purpose of balancing mobility and safety enhancements with the unique range of other corridor interests through ongoing collaboration among stakeholders.

Study Goals

- Improve Safety
- Enhance the Visitor Experience
- Promote Economic Vitality
- Protect Lake Tahoe
- Expand Multimodal Transportation Choices
- Promote and Enhance Agency Collaboration and Management

What is the Process and Timeline?

Study Process



Study Timeline

Preliminary, Subject to Revision

What are the Safety Issues?

Through analysis and public feedback, the study has identified several safety issues in the corridor that the alternatives are designed to address. These issues include:

- Difficulty turning in/out of side streets and driveways
- Lack of safe bike and pedestrian options
- Conflicts with on-highway parking
- High vehicle speeds

Speed studies confirm speeding is a concern throughout the corridor

East of Glenbrook

Glenbrook to Elks Pt.

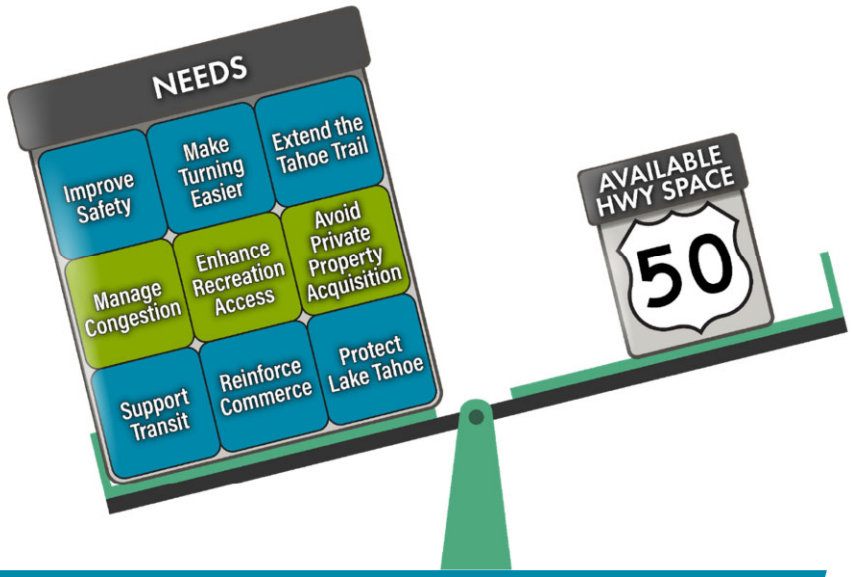
Safety is a Priority

How Were Concepts Developed?

The Study Team identified 5 parameters that help focus concept development:

- Extending the Tahoe Trail is an established regional priority; preferably occurring within the US50 corridor and nearby public lands
- Expanding the paved roadway capacity is inconsistent with adopted policies
- Impacts to private property should be limited to the greatest extent possible
- Multimodal strategies are critical to address increasing recreational demand and creating alternatives to personal automobiles
- Safety, evacuations, and emergency management are key priorities for all

Concepts must balance a broad range of needs within limited highway space. This balance is different for each corridor segment.



Are There Other Opportunities?

While much focus is on "backbone" highway concepts, other strategies have been developed including:

Transit Services – Address peak demand and reduce vehicle dependence

Technology and ITS* – Inform travelers before they are in the Basin to reduce congestion during peaks

Communications – Encourage infrastructure that supports web-based technologies

Parking Management – Integrate parking strategies that improve safety at recreation hot spots

Adaptive Corridor Management – Manage operations during peak periods to increase throughput

Transportation Demand Management – Apply strategies to reduce/redistribute travel demand

Micromobility Devices – Make it easy and safe for travelers to access attractions on demand

* Intelligent Transportation Systems

How will my Travel be Affected?

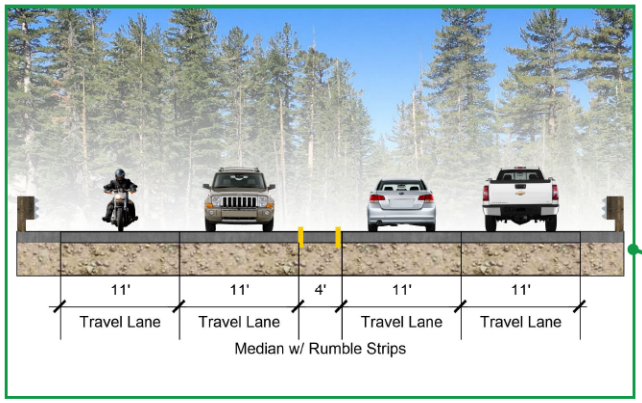
Three key metrics have been analyzed to estimate the performance of the improved corridor in the future (2040)

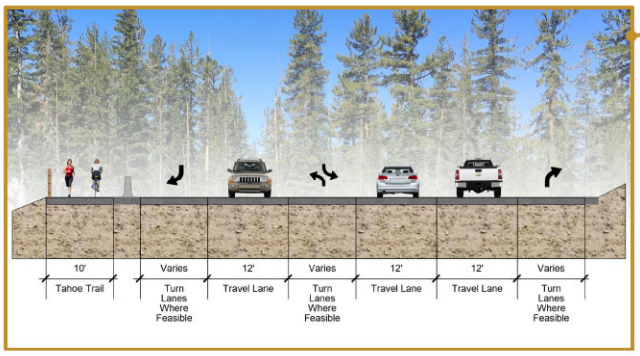
Safety Benefit and Crash Reduction:
Reduced by 27%

Travel Time Differences
Avg. +2.2 mins over 13 miles

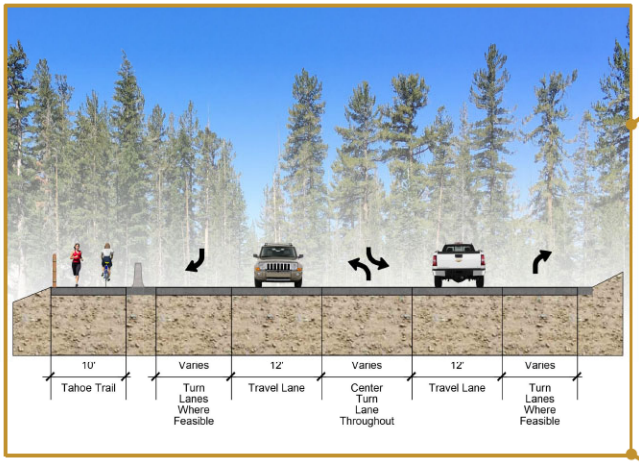
Average Travel Speeds:
Reduced from 57+ to 49 mph

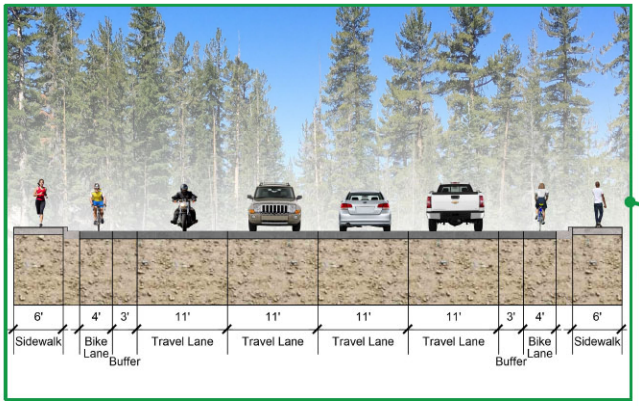
Future traffic modeling suggests it would take an additional 2.2 minutes of average travel time to traverse the 13-mile corridor. The travel time increase is due to a decrease in the average travel speeds, closer to the posted speed limit drivers should be traveling.





Tahoe East Shore Trail Location at Cave Rock Still Under Study





US 50 East Shore Corridor Management Plan

NEVADA DOT SAFE AND CONNECTED

NORTH

Preliminary Subject to Revision

F – Round 3 Canvassing Comments

Public Outreach Round 3
Kahle Community Center (October 27, 2022) and Lake Tahoe Visitors Authority (November 3, 2022)

Of the 160 participants at 2 Workshops, there were 108 Map Comments, 78 Comment Cards with 104 comments, and 67 emails and 3 voicemails with 90 comments.

Kahle Community Center 80 signed-in	*Note: Comments submitted electronically are listed at the bottom of the sheet.*
Lake Tahoe Visitor Authority Room 80 signed-in	*Note: Each participant may have left multiple comments*
Total Signed-in 160	

General Map Comments from Kahle Community Center		
Number of Comments	**General Comments on Maps Kahle Community Center**	**Response**
1	Sync traffic lights	Noted to District II operations
2	More Enforcement of speed; Use Cameras for enforcement change the law	Noted to Project Team
1	likes one lane SB two NB for evacuation	Noted to Project Team
1	Thanks for taking away our evacuation route	NDOT will review all potential alternatives for emergency evacuation.
1	No single lanes please widen to include bike, turn lanes but no single lanes	Noted to Project Team; Right of Way is limited along US 50.
1	Sync traffic lights	Noted to District II operations
2	Disagree with any lane reconfigurations; 1 claimed "hazard"	Noted to Project Team
1	Evacuation Plan; Communication; Radios	NDOT will continue to participate in emergency evacuation preparedness with partnering agencies; it will review all potential alternatives for emergency evacuation.
1	Need Transit to and from Carson	Noted to Tahoe Transoortation District
1	Less Lanes= Less cars they are polluting our lake	Noted to TRPA and Project Team
1	Not paying for bike trail	Noted
1	Provide enough room to clean bike trail	Noted to Project Team
1	Thank you for making bike lanes	Noted to Project Team
1	Please fund and expand Lakelink microtransit	Noted to Tahoe Transportation District
1	Add transit and bike lanes path not parking	Noted to Project Team
17	***Subtotal Comments***	
Map Location: Spooner Summit to Glenbrook		
Number of Comments	**Comment**	**Response**
1	Park and Ride in Carson not at Spooner reduce VMT	Noted to Project Team
2	Dangerous corners need center divider or barriers	Center dividers and other applications are being considered in key areas.
1	Traffic Sims need to consider summer and winter traffic	Traffic models will consider various peak traffic periods on US 50
4	***Subtotal Comments***	
Map Location: Glenbrook to Tunnel/Cave Rock		
Number of Comments	**Comment**	**Response**
1	Glenbrook Entrance need to look at their cameras cite 600+ cars/day make u-turns	Noted to Project Team; also noted school bus stop at Glenbrook
1	Glenbrook entyy right and left turns are a concern	Noted to Project Team
1	Cave Rock visibility very bad in summer	Noted to Project Team and District II operations
3	***Subtotal Comments***	
Map Location: Cave Rock to Skyland		
Number of Comments	**Comment**	**Response**
1	New construction 20 homes Lyons Cave Rock Glen Subdivision	Noted to Project Team to discuss with TRPA-approved developments
1	Lincoln Park needs center turn lanes to get in and out	Noted to Project Team.
2	182 Children cross extremely dangerous lots of close calls Very Good ideas for this area need pedistrian activated flashing lights	NDOT and project team will be looking at cross walk areas.
1	Cedar Ridge congestion NB causes delay for neighborhood left turns in the summer	Noted to project team.
1	Lyons Ave at 50 very dangerous curve with little warning to oncoming traffic; traffic traveling high speeds	Noted to project team; The plan is looking at treatments to corridor that will reduce speeds and improve turn movements
2	Lypns need pedestrian flashing crossing signal will reduce accidents	NDOT and project team will be looking at cross walk areas.
8	***Subtotal Comments***	

Map Location: Skyland to Roundhill Pines		
Number of Comments	**Comment**	**Response**
1	North of Pine Cone Lodge (has business) restripe to add middle turn lane very dangerous; Summer traffic does not obey speed limit and winter snow berm blocks visibility to enter/cross traffic	NDOT and the project team will be looking at the Marla Bay/Lakeview Dr intersection.
1	Skyland highway parking for Dryfess eliminate parking on highway add boulders	The project team is working with the USFS and Douglas County to move shoulder parking to off-highway parking and applying No Parking Zones to US 50.
1	Zephyr Cove needs transit and bike facilities; wide spread drinking and driving at ZC	Noted to project team, USFS and Tahoe Transportation District
1	Barrier at Zephyr Point	NDOT and the project team are looking at barriers and other treatment along US 50
1	Thank you posted at Zephyr point	Noted
1	Warrior Way Pedestrian Crossing	Warrior Way signal and pedestrian improvements will be constructed summer 2023
1	Need visitor facilities i.e. toilets, bear proof dumpsters for the pedestrians in the Warrior Way area	Noted to USFS and Douglas County
7	***Subtotal Comments***	
Map Location: Roundhill Pines to SR 207		
Number of Comments	**Comment**	**Response**
0	***Subtotal Comments***	
Map Location: SR 207 to Stateline		
Number of Comments	**Comment**	**Response**
1	Bike path through Edgewood	Noted to project team and to Tahoe Transportation District
1	***Subtotal Comments***	
40	***Total Map Comments Kahle Community Center***	

Comment Information Cards/ Forms Total 78 (Kahle Community Center 39 Lake Tahoe Visitor Authority 39)		
Number of Comments	**Comments Information Cards Kahle**	**Response**
1	Love bike lanes	Noted.
1	Need transit to beaches and Carson City	Noted to project team and to Tahoe Transportation District
1	Likes slower cars and fewer lanes	Noted to project team.
1	Limit parking to encourage mode shift	Noted to project team.
1	Resident of Lincoln Park Circle want Flashing signal at crosswalk installed soon	NDOT and the project team will be looking at pedestrian crossings.
	Have DCSO speed check at Lion's intersection would help	Noted to NV State Police and to Douglas County
1	Resident Lake Village for years we have asked for center turn lane No action. There are 350 townhomes in Lake Village your proposal doesn't do anything by Lake Village Dr. WE NEED a proper center turn lane or better a Traffic Light. Instead of reducing lanes add 6-7 traffic lights it will do the job of slowing traffic down	Noted to Project team. Intersection controls are looked at both individually and how they impact a corridor as a whole.
1	Rsident of Zephyr Heights I'm conceerned about left turn out of of my neighborhood to US 50 at Marla Bay suggest a stop light at intersection because even with turn lane it will be difficult to find a break in traffic to turn.	Noted to Project team concern with break(s) in traffic for turn movement and the need to a signal that provides the ability to turn.
1	Reducing US 50 to less than current 4 lanes will be a disaster. This is an interstate artereial necessary to supply Tahoe and beyond needs. The emphasis on biking, hiking and multi-modal transport will not provide our needs especially in the winter . Crippling US 50 will cause additional traffic on SR 207	Noted to project team. The study is examining potential multi-modal solutions, including pedestrian, bicycle and local and regional transit services, as well as innovative transportation and mobility strategies
1	Resident 600 US 50 Office at 625 US 50 I like the addition of bike lanes and paths as well as turn lanes. Both addresses are currently riddled with dangerous traffic problems. Slowing traffic will help. Also wants safer intersection at Warrior Way for High School put the stop light in.	Noted to project team. Warrior Way improvement scheduled for construction summer 2023.
1	Rsesident Marla Bay SAFETY is our concern. Many times we have been at peril of our lives as we try to turn left into Marla Bay cars and trucks speed toward us as we are stoppe in left fast lane in order to turn into Marla Bay. Many accident and potential accidents have occured.	Noted to project team who will be considering turn movement treatment for this area.
1	Consider our concern that the Zephyr Cove area to on street parking (right thing to do) will cause people to use Warrior Way as parking this will create unsafe school pickup and block upper corner to High School where emergency equipement must turn. Close on street parking from Library to High School and No Parking during School Hours.	Noted to project team, USFS and Douglas County. Project partners are working on off- highway parking solutions for the Zephyr Cove/Warrior Way area.
1	Like Traffic Circle 28/50 highly recommend.	NDOT is looking at an Intersection Control Evaluation for SR28/US50.
1	Remove on highway parking	Noted to project team, USFS and Douglas County. Project partners are working on off- highway parking solutions for the Zephyr Cove/Warrior Way area.

1	Endorse Cave Rock and Zephyr Cove roadway configurations may have minor delays to thru traffic; during fire evacuations roadway center lane can be used as these are rare events only once in my lifetime.	Noted to project team. Emergency response and evacuations will be considered with any proposed alternatives.
1	Lyons area crosswalk is extremely dangerous; we have 182 children at one time during our summer seasons crossing to swim or hike lots of close calls unfortunately NHP only reports fatalities or pedestrians hit. Families from both sides of the highway it is difficult to turn each direction and the curve impedes our view Need pedestrian flashing signal. Please take care of our kids, grandkids.	NDOT and the project team will be looking at pedestrian crossings.
1	Lyons is a huge traffic nightmare causing an a daily basis near collisions with vehicles and pedestrians. Need pedestrian crossing signal and turn lanes would greatly reduce the issues. Decreasing speed in this area would save lives on our hgihly congested highway.	Noted to project team desire for speed treatments and turn lanes. NDOT and the project team will be looking at pedestrian crossings.
1	While I understand the need for added safety I don't like that bike lanes take away lanes for the additional abundance of traffic on highway	Federal law allows bikes on US highways. Noted to project team.
1	Interested in how many lanes there will be at Skyland if it is one lane we will not be able to turn left towards Carson during most of the day.	In the Skyland area the study team is looking at turn movements; this area at this point in the study would remain 4-lanes.
1	My residence is across from the Glenbrook Fire Station #5.My driveway service multiple residences. A dedicated turn lane would be optimal for this area to be able to turn left or right . This area has Camp Galilee,USPS and many residences I implore you to provide dedicated center turn lanes in this area.	Noted to study team which is looking at turn movements in this area.
1	Overall a good plan emergency evacuation plan needs to be considered.	Noted and emergency evacuation will be a consideration in all alternatives.
1	Zephyr Cove resident very happy with the lane reduction and plans for the multi use lane from ZC to Round Hill Pines Please do not let the loud voices of fear influence our day to day life driving on US 50 . We need to slow traffic and make daily existence safe. A plan for evacuation would be helpful. Consider making ZC to RH a "complete street" beautify the corridor on either side of the road where views are not essential .	Noted to project team who will be considering treatments to slow traffic and turn movement treatment for this area.
1	A stop light at Lake view (Marla Bay) would slow traffic around the curve going north and create a break in traffic for businesse and homes along this section. A timed (sync) light at ZC would also slow traffic around curve going south.	Noted to project team who will considering treatments to slow traffic and provide turn movements in this area.
1	Look carfully at the Janet Murphy proposal with 4 lanes, bike lane and turn lane within existing roadway.	Noted, Janet's proposal is being looked at by project team.
	Need to revisit State law prohibiting video speed enforcement.	Noted to project team.
1	Hidden Woods resident Single lane from Glenbrook to Logan Shoals would reduce speed in some cases because they are stuck behind large truck or snow plows which will cause frustration and folks trying to pass.Concerned about Tahoe's winter conditions and spin outs and that reducing lane would limit clear space to avoid an accident.	Noted to project team who will consider snow removal in proposed alternatives.
1	Hidden Woods resident 3 lanes with center turn lane Logan Shoals to Skyland and ZC to Round Hill Pines There are occassional accidents that back up traffic often for hours reducing lanes will only exacerbate the problem. The right approach is to expand corridor to extablish acceleration and deceleration lanes with the existing 4 lanes. Snug Harbor area has limited visibility at curb breaks and turn lanes would be useful. Add lanes to the existing 4 lanes.	Noted to project team; Right of Way is limited along US 50 corridor the team will be looking at each segment.
1	Evacuations for fire will require all 4 lanes.	Noted to project team. Emergency response and evacuations will be considered with any proposed alternatives.
1	The recommended reconfiguration 'affects only about 35% of the corridor' ignores the fact that traffic restrictions in one of several choke points would affect flow elsewhere	Project team will be looking at both the specific impact to the segment as well as to the entire corridor travel time or congestion impacts.
1	Reducing US 50 from Spooner Summit to Glenbrook to incorporate 4 feet of separation is a great idea but not at the expense of lane widths cites snow and dificulty seeing lines on road and that less width increases danger around curves.	Note to project team about snow removal and increase danger of narrower lanes.
1	The round about at 28/50 good idea as long as radius is sufficient to accommodate traffic flow.	NDOT will be considering an Intersection Control Evaluation to 28/50 intersection which would include looking accommodation truck trailer traffic.
1	Vista Point above Glenbrook is great idea provide parking is sufficiently off highway.	Noted to project team
1	Logan Shoals parking seems like a good idea.	Noted to project team
1	Pedestrian flasher in Segment 3 (Cave Rock area) torn on this one if foot traffic not high then it might create congestion	NDOT and project team will be looking at the pedestrian crossings.
1	Three lanes south of ZC Agree it is dangerous area I have seen numerous accidents caused by icy conditions on the tight curve I don't believe three lanes would improve the conditions root cause icy conditions. A median concrete traffic barrier would improve situation	The project team and NDOT will be considering snow removal in all proposed alternatives and will be considering barrier treatments in select locations on US 50.
1	Zephyr Cove resort parking alon g Hwy 50 Bravo the improvements at Round Hill Pines include additional parking and ZC should be encouraged to increase its off-street parking. Hope fully NDOT can mandate the improvements. Like No parking along highway.	NDOT along with the USFS and DC are looking at solutions for off-highway parking in the Zephyr Cove area along with implementing No Parking Zones.
1	Likes pedestrian undercrossing concepts at ZC	Noted to project team
1	Buffered Bike and pedestrian lan flanking Hwy 28 is good example for how the entire corridor should be configured. However it won't remove the serious bike riders from 50 they have no regard for motorist and motorist have no regard for bikes. I used to be a cyclist so I know. More paved shoulder will help.	Noted to project team. Federal Law does permit bikes on US highways.

1	Lake Parkway Roundabout should have enough radius to keep traffic flowing.	Noted to project team.
1	Please Consult Tahoe Douglas Sewer District regarding how plans impact sewer line.	Project team has rec
1	Facilities are needed for bike trail and the pedestrian increases at Warrior Way ie, trash bins, toilets consult USFS	Noted to project team. The study is examining potential multi-modal solutions, including pedestrian, bicycle and local and regional transit services, as well as innovative transportation and mobility strategies
1	Please have neighborhood meetings no surprises.	Project team has received the Tahoe Douglas Sewer District sewer alignment. Specific alignments of the bikeway will be done as part of the environmental analysis.
1	The bike trail should have stop lights sometimes it is hard to see the bikes when entering the roadway.	Noted to project team and to Tahoe Transportation District
1	Boulders, fencing to prevent cars from shoulder parking provide off-highway parking areas to prevent fires.	Noted to project team.
1	Should not reduce lanes cites evacuation concerns.	Noted to project team who will consider emergency evacuation with proposed alternatives.
1	Bike paths should be away from the highway Keep bikes & cars separate.	Noted to project team.
1	The plan will improve ZC Resort parking and get cars off the highway.	Noted to project team.
	Lane reduction will cause road rage to increase and vehicles transitioning from 2 lanes to 4 lanes will increase speed causing jockeying for position this may well increase accidents.	Note to project team concern over merge points where motorist may jockey or speed up.
1	I believe NDOT has remained in unchangeable stance against residents and voter opposition to finding a way to retain the 4 lanes from Stateline to the Summit. I support the Janet Murphy alternative which retains our 'safe' access to and from the Basin and enables multi-modal usage. (asterik with Tahoe Douglas Sewer District with address was Elks Pt Safeway area)	The project team is reviewing the Janet Murphy alternative.
1	At meeting 2-3 years ago single lanes were largely rejected; at last years table top meeting same thing; This year same thing you didn't listen; unacceptable and dangerous solution.	Noted to project team
1	2.2 minutes is not realistic; same results does not include slower traffic of tourist. Winter conditions are another story 2 lanes with tourist or motorist stuck in snow with no way around will put traffic at complete stand still. Our company hauls heavy frieght through when we pull out on the highway cars now have another lane to move into; what happens when a car no longer has the lane to move over into. Two lanes will cause congestion in summer and winnter; more accidents.	Noted to Project team who will be looking at the specific impact to travel time, congestion and will consider snow removal in proposed alternatives.
1	2.2 minutes is not realistic more like 30 minutes to whatever. Like Incline a mess. Winter snow driving issues, economic concerns trucking industry bottlenecks in the summer. Truck and cars running longer because of traffic jams.	Noted to Project team who will be looking at the specific impact to travel time, congestion and will consider snow removal in proposed alternatives.
1	Use Janet Murphy plan No way average speed 45 it will be 25 trucking will be damaged beyond economic measure, more pollution, winter snow will cover bike lane.	Project team is reviewing the Janet Murphy plan of reducing lane width by one foot and maintaining 4-lanes.
1	Enforce the speed limit. Put up cameras that send tickets. Limit the number of visitors sell tickets/passes and cut it off.	NV state law does not currently allow ticketing by cameras, but the suggestion has been noted to the project team.
1	Need Ample parking for visitors.	NDOT, USFS and Douglas County are working to seek solutions to shoulder parking and find off-highway parking.
1	No more segmented meeting like this have one big meeting and take our questions from the audience at large. You keep meeting until we agree.	Noted to project team.
1	The Janet Murphy plan is better	Noted to project team.
1	Janet Murphy plan 4 lanes all the way to accommodate sewer spills, fire equipment etc. Bike lanes only get used 4 months a year at Tahoe roads are for vehicles. Use boulders where no parking exists. Enforcement matters.	Noted to project team. Janet's concept is being reviewed.
1	Thanks for the process the story maps are very useful. While I am concerned about the summer tourist impact slowing the highway to a crawl I strongly endorse your efforts. I expect that turning into Marla Bay will no longer be a scarey turn. THANK YOU!	Note to project team regarding concern for congestion, appears to like turn movement Marla Bay.
1	I am strongly in favor of anything that can be done to improve safety on this corridor. For pedestrians, cyclists and motor vehicles both those traveling the road and those accessing properties. Anything that would reduce the need for individual vehicles would also be welcome.	Noted to project team the need for safer corridor for peds, bikes, motorists.
1	Thanks you for evolving the road conditions Slow traffic in dangerous places. Bikes Yes. Also can you create a bus between Kingsbury Spooner and Incline.	Noted to project team and to Tahoe Transportation District
1	I would strongly consider making 50 one lane each way from Glenbrook Dr. to south of Zephyr Point. The short 4 lane section will encourage faster driving.	Noted to project team
1	Speed cameras could monitor speed take picture calculate speed send ticket.	Current NV law does not allow for ticketing by cameras but suggestion forwarded to project team.
1	Questions crash data 2% of fatal crashes are in Douglas County 42% impaired drivers 50% male age 21-25 says most are on Kingsbury and 395. According to NDOT NV Traffic Safety crash fact 2 lanes have a 9 fold highr crash fatality rate than 4 lanes. The all crash rate is 3x higher in 2 lanes!	Noted to project team. The U.S. 50 CMP Final report will include an comprehensive overview of existing conditions and analysis. NDOT will directly provide a response.
1	We support the proposed plan from the Sewer District group keeping 4 lanes and adding a center turn lane is the best option. We live in Zephyr heights and struggle exiting our area ont to US 50. Reducing to only 2 lanes would make it more hazzardous if not impossible. A middle turn lane does no good if condensed traffic causes a long line of cars in the single lane with no breaks to reach the center turn lane.	The project team is reviewing the Janet Murphy alternative.

1	THANK YOU! The solution between ZC and RH will save lives. Only additional improvement would be a stop light.	Noted to project team.
1	The projec should be canceled. It will cause more accidents with one lane south and north. Individual driveways do not need a special turn out lane. Roundabouts are dangerous. NDOT shuld spend its resources paving the roads.	Noted to project team.
1	This is a really bad idea by people who look for recreation of local concerns. Follow the money! Who is behind this? Local casino/hotels think this will all attract out of town sports nuts.	Noted to project team.
1	Keep 4 lanes and reduce the lanes and add center turn lanes the entire way take Tahoe Douglas District plan into consideration.	The project team is reviewing the Janet Murphy alternative.
66	***Comments Information Cards/Forms Kahle***	

General Comments on Maps, Nov. 3rd @ Lake Tahoe Visitor's Authority		
Number of Comments	**Comments**	**Response**
2	More enforcement	Noted to NV State Police
1	Double fines	Noted to NV State Police
1	Do not reduce the number of lanes	Noted to project team
1	Ok with slowing speeds if lanes are not reduced	Noted opposition to lane reduction; wants slower speeds.
1	Consider effects of B4 lane reconfiguration	Noted concern of effects of lane reduction
1	Going south, create single lane with a shoulder. Much safer+space for snow removal.	Noted opposition to lane reduction
7	Do not reduce 4 lanes to 2 lanes	Noted opposition to lane reduction
1	Use 80' ROW and keep 4 lanes	Noted oppostion to lane reduction want ROW used.
1	Move the Tahoe Trail E of 50 and connect to the Old Wagon Road	Noted to project team; Bikeway alignment will be part of future environmental analysis
1	Smart radar dip, speed feedback sign with dips, speed tables or hwy speeds	Noted to project team
1	Do not build bike lanes since they are only used part of the year	Noted opposition to bike lanes. Federal law allows bikes on US highways.
1	Provide bicycle lanes wherever possible	Noted desire to have bike lanes
1	Provide turning lanes where needed	Noted need for turn lanes
1	New sawmill will bring in lots of logging trucks over next 20+ years. Consider road widths	Noted to project team
1	What are the traffic statistics of the proposed changes during busy weekends?	Noted to project team.
2	How will frequent changes in number of lanes change driving behavior (racing to pass, aggressive merging). May cause accidents	Noted to project team concern with merge points and safety issues.
1	Shoulder seasons no longer a thing. More locals and constant traffic since pandemic.	Noted to project team
1	What impact will this project have on Kingsbury Grade traffic? Slowing hwy many cause more use/congestion on Kingsbury Grade	Noted to Project team, The study team does not anticipate trip diversion to SR207.
1	Need to remove vehicles	Noted need for transportation choices
1	Need to add capacity to beach use	Noted to USFS
1	What alternative transit options exist to accessing lake destinations?	Noted comment to Tahoe Transportation District
1	Can you restripe without big changes to test?	Noted to project team like idea to test reconfiguration
1	The maps are referencing the terminus @ loop road. Now off the table narrative needs updating	Noted
31	***Subtotal Map Comments***	
Map Location: Spooner Summit to Glenbrook		
Number of Comments	**Comments**	**Response**
1	Consider a stoplight rather than a roundabout	NDOT will be doing an Intersection Control Evaluation which will determine the final intersection control method.
1	Roundabout will cause congestion. Don't do it.	NDOT will be doing an Intersection Control Evaluation which will determine the final intersection control method.
1	Add barrier rail from Spooner roundabout to first look vista point	Project team is look at barriers in selected locations
1	Will a bike lane be included in the roundabout?	Noted comment to project team
4	***Subtotal Map Comments***	
Map Location: Glenbrook to Tunnel/Cave Rock		
Number of Comments	**Comments**	**Response**
1	Need Shoehorn to fit traffic in fewer lanes	Noted to project team
1	Concern about guardrail causing bouncing accidents and losing the opportunity to use bike trail for snow removal.	Noted to project team
2	***Subtotal Map Comments***	
Map Location: Cave Rock to Skyland		
Number of Comments	**Comments**	**Response**
1	Extra road width needed N/S of Tahoe Dr. (Skyland entrance) needs to be on east side of hwy	Noted Skyland concern to project team

1	Consider creating intersection with boat ramp instead of off-street	Noted to project team
1	Narrow the sidewalk and bike lane and add center turn lane	Noted to project team
1	Need controls at Lincoln Park such as a cross walk or roundabout	NDOT and project team will be looking at all pedestrian crossingsl and intersections.
1	Single lane through each tunnel is an excellent plan. Not wide enough for 2 cars	Noted to project team
1	Pedestrian walkways are a great idea. Ensure they have a roof to mitigate snow accumulation.	Noted to project team
1	Single lanes in this area cause congestion with Cave Rock pinch point.	Noted opposition to lane reduction in this segment
1	Do not encroach Skyline ROW to fence	Noted to project team Skyland concern on encroaching on fence
8	***Subtotal Map Comments***	
Map Location: Skyland to Roundhill Pines		
Number of Comments	**Comments**	**Response**
1	Connect parking to Warrior Way for vehicle entrance to left turn	Noted to project team
1	Please limit the new prking for Zephyr Cove/Zephyr schools. The northern proposed lot by the high school + underpass will bring far too many tourists to Zephyr shoals? Which has no infrastructure for its current demand, let alone more parking/people	Noted to project team, USFS and Douglas County.
1	Narrow the sidewalk and bike lane and add center turn lane	Noted to project team
1	Reconfigure Zephyr Heights entrance and exit to remove it from Deadman's curve, direct traffic to the flashing lightshared with Marla Bay	Noted to project team
1	Future stoplight at US 50 and Warrior Way	Noted to project team like idea signal Warrior Way
1	Consider moving the bike trail out of ROW	Bikeway alignment will be part of future environmental analysis
1	Keep bike lane away from beach	Noted to project team and USFS
1	Do not have parking west of Hwy 50	Noted to project tema and USFS
8	***Subtotal Map Comments***	
Map Location: Roundhill Pines to SR 207		
Number of Comments	**Comments**	**Response**
1	Examine access to businesses in Round Hill so that they are not negatively impacted.	Noted to project team
1	Narrow the sidewalk and bike lane and add center turn lane	Noted to project team
1	Combine the sidewalk and bike lane to 10'. Add barrier between bikes/peds and cars.	Noted to project team
1	Adda roundabout at Lake Village intersection	NDOT and project team will be reviewing intersections throuughout the corridor.
1	Lots of tourists during summer. Long shoulders for parking needed	Noted to project team
5	***Subtotal Map Comment***	
Map Location: SR 207 to Stateline		
Number of Comments	**Comments**	**Response**
1	Please ensure a free right at traffic circle for Lake Parkway to allow access to the traffic circle on busy days	Noted to project team need for free right Lake Parkway with traffic circle.
1	Full sidewalk on each side of 50 all the way to the casinos from 207	Noted need for sidewalks to project team
1	Bicycles/commuters would like to request/prefer a designated bike lane through the casinos -> Not on Lakeview Pkwy or behind casinos	Noted need for lanes through casino core to project team
3	Have increases in traffic volume, emergency services, etc. been accounted for from the presence of the new hospital across from Lakeside Inn?	Project team has met with Barton Health and will continue to work with them as they develop their plans.
3	Do your calculations account for 6K+ people entering/exiting new event center?	Noted to project team.
9	***Subtotal Map Comments***	
63	***Total Map Comments Lake Tahoe Visitor Authority***	

Comments on Information Cards @ Lake Tahoe Visitor's Authority		
Number of Comments	**Comments**	**Response**
1	After listending to the proposal (and reading), it seems that the biggest priority is speed control. This proposal seems to be a very costly an inefficient way to accomplish that. More visible and frequent enforcement of the speed limit (even if it were lowered to 40 mph) would do much more to increase safety. Also, if safety is the main concern, please install safety features at every crosswalk ASAP. I live in Lakeridge and use the crosswalk at Tamarack Dr. every day. It is terrifying every time I cross. Please consider the proposal which would leave all 4 traffic lanes and add a center turning lane the whole distance. Cheaper and better safety!	Noted to project team issue of speed; desire to lower speed limit; more enforcement and request to review pedestrian crossings Tamarack Dr. Consider 4 lanes with center turn lane.
1	No on one lanes. The road is already dangerous. Why not add middle divider? Evacuation will be severly restricted. Why hasn't stop light been put at Warrior Way?! One way lanes is terrible idea. We, the community has said it many times. Please listen.	Noted to project team desire for 4 lanes would like center dividers looked at; Warrior Way signal is slated for construction summer 2023.

1	Bike Trail/K rail: This additional obstruction (visual and physical) to gaining access to Hwy 50 in a dangerous addition to bike lane would only serve a small amount of riders who would use 25% of the year at best. The remaining 75% of the year it would constitute an dangerous inconvenience. What happens to all the snow that will build up?	Noted concern that barrier rail for bike path would be site line obstruction and impede snow removal.
1	I strongly oppose to reduce the 4 lines to 2 lines no matter I only on some sections on Hwy 50. This is absolutely nonesense. 40 years resident of this town and I don't know who came with this crazy idea. Use common sense and stop this, better with alla stop ligh on Zeuphin Cove Elementary School. To enter Hwy so this is important!!! Thank you.	Noted opposition to lane reduction and in favor of Warrior Way signal.
1	I am against any bike lanes. I am against any reductions in the 4 lanes that currently exist. I don't agree that with these changes improve safety or help the environment. It's a waste of money. It's TRPA virtual signalling to make it appear Tahoe is improving the environment. Sticky notes are a stupid way to gather public input.	Noted opposition to lane reduction and bike lanes on US 50
1	You need to keep the 4 lanes for traffic	Noted desire to keep 4 lanes
1	Doesn't make sense to have 4 lane change sizes in short distance - speed stays same - Bike lanes should be off the highway if you really want safety Bike lanes cannot even be utilized much of the year but traffic is heavy year round. All for safety - But not this proposal - Keep 4 lanes & turning lane.	Noted opposition to lane reduction and that bike lanes should be off-highway. Wants turn lanes.
1	NDOT/DPS This (your) plan is obsurd stop trying to change. In case of fire hello we need to be able to leave! Safely. Remember Paradise fire!! Most recent Caldor. The idea of reducing lanes to one gaut? + add bike lane is stupid, wrong? + unsafe! It won't reduce accidents it boils down to drivers. Nevermind the influx of turist cuming in now + you want to reduce the lanes for safety?? The convention center will bring even more traffic reducing lanes is not the way to go! Stop this absurd + moronic idea. Bikers never use lanes intended for them anyway!! Look at the current traffic @ Kingsbury. Arovns? the caice? on the north shore.	Noted concern with emergency evacuation; opposition to lane reduction;
1	Changing from two lanes to one lane several times will cause one giant parking lot. Its like what happens when road construction closes one lane	Noted concern that merge points will create congestion.
1	Overall - awesome plan! Here is what I like: 1) Removing shoulder near the beach to stop parking on the Hw 2) Dedicated bike lane 3) Lane reduction + dedicated turn lane. Here is what I would like to see in addition: 1) Strict enforcement of speed limits 2)Repaving with modern quiet surface.	Noted to project team in favor of off highway parking; bike lanes; lane reduction with turn lanes; want strict enforcement of speeds.
1	The bike/walking trail would be better placed on the eastern side of Hwy 50. Much safer and there are already some trails.	The bikeway alignment will be decided in future environmental analysis.
1	The thought of changing Hwy 50, a four lane highway down to two lanes to accommodate tourist biking and hiking lanes over public safety is the most ludicist idea out there. We already have heavy traffic traveling highway speeds and we are asking for grave results with head on collisions, injured people and we as a community do not support in any way this ridiculous plan/idea. Please stop and keep our communities and citizens safe. Please figureout a different plan for our tourists where it does not impact our highway, our communities and our residents	Noted opposition to lane reduction;
1	Going from 1 lane to 2 and back to 1 will cause gridlock when narrowing to 1 lane. Highway 50 has proven that. Having space between directions is good but you have to reduce lane width to do it. As it is drivers have a hard time keeping in their lanes on the turns. Not sure how to make it safer except installing speed cameras and eliminationg street parking along Zephyr Cove Resort.	Noted to project team concern that merge point will create congestion; NV law does not currently allow camera ticketing but is being looked at by project team.
1	1. Consider "No compression Braking" sighn where speed limit is 35+/ or 45. That part of the road is flat since it follows the lake shore, and it is all residential on both sides of the road. 2. One lane areas eastbound would severly limit exodus in case of a fire. We have 15K tourists on weekends and 45,000 residents and workers. One lane could kill 10,000 or more people! Please don't do it. 3. Lower speed limits by 5 mph and enforce with speed camera. Limit + 5 mph = ticket	Noted to NDOT District II operations. Noted in favor of reducing speed limit opposed to lane reduction and concerned with emergency evacuations.
1	The concept of 2 lane/4 lanes, alternating, is a terrible minstake for both local residents and traffic between Carson/Reno + the Tahoe Basin. It will create enormous congestion, and NDOT's assertions to the contrary are not credible. The evacuation issue has been horribly glossed over. NDOT says it learned a lot from the 2021 evacuation. But that involved 4 lanes at all points + the evacuation was staggered.	Noted opposition to lane reduction and concern with emergency evacuation
1	Biggest problem I see is the staggered lane reductions - it will cause gridlock at each narrowing of the road way. I am glad to see a gap or barrier between directions - but that does not seem to be in the plan from Elks Pt. Rd. to Stateline. It's really needed the entire roadway. Distracted drivers + winter slippage are big concerns + the gap or barrier would help greatly. Also, parking along the roadways is very dangerous at Zephyr Cove. It needs to be eliminated. On Elks Pt. Rd. by NV Beach - either eliminate street parking altogether when Beach lot is open or at least restrict it to just one side of the road.	Noted concern that the staggered lane reduction will create congestion; does favor barrier or a gap in center; favors removing shoulder parking to off-highway parking on US 50 and on Elks Pt Rd
1	No 2 lane Hwy on US 50. NDOT needs to acquire additional property for turn lanes, etc.	Noted opposition to lane reduction desire to acquire ROW for turn lanes.
1	Do not eliminate car lanes - 100 times more cars than bikes. This will not change in future. Look at plan presented by Janet Murphy - much better then this idea that should have changed in last 6 months due to loop road being eliminated. Douglas BOCC siad no to reducing lanes in 2017.	Noted opposition to lane reduction; Project team is reviewing Janet Murphy's plan.

1	The roundabout at 28 is great. I think it is a mistake to go down to two lanes. It would be better to move the bicycle+pedestrian east of Hwy 50 where the historical wagon road is. The Douglas County firebreaks will go behind Round Hill. A bicycle path interupted by dirveways of private homes will be a mess. The Roundabout at Lake Parkway is a great idea. The "strip" between Lake Parkway and Stateline Ave should be closed to traffic and bea? pedestrian area.	NDOT is looking to complete an Intersection Control Evaluation at 28/50. Noted opposition to lane reduction; future bikeway alignments with decided in the environmental analysis; Noted like the roundabout at Lake Parkway.
1	The first bullit point in your information brochure says your plan will improve safety, yet your plan has no provision for emergency evacuation. Your plan may have worked for a fire like the Caldor, as we had weeks to evacuate orderly from the slowly approaching fire. It would not work for a fire that rapidly explodes inside the Tahoe Basin. Several of your representatives believe the easy fix is to allow both lanes to exit S, L.T. So your plan will allow the same evacuation capacity as what we have now. This does not work! Any major disaster in Lake Tahoe will have hundreds to thousands of emergency personnel coming into Lake Tahoe for mutual aid. We need at least one lane dedicated to incoming emergency help. I do not support any reduction in lanes due to potential need for evacuation. If you are intent on reducing lanes, please consider having a bike lane wide enough to be used for incoming help. A bike lane that wide will be better for cyclists, as standard size street sweepers will also fit to keep glass and debris minimized. There is never time to impliment an evacuation when a disaster is already in progress. Plan for it now! Seek input from emergency departments. If you do not address this now, your plan will lead to an ultimate disaster, leaving blood on your hands.	NDOT will be consider emergency evacuation with all alternatives. Suggestion that bikeway could be used by emergency traffic coming in response.
1	Your plan does not work. Going to 2 lanes from 4 will be a disaster. We live in Skyland and getting in and out is hard now, it will be impossible with your new design. The bike trail will infringe on houses on Myron Dr. If you want slow traffic down put in roundabouts in 4 or 5 locations. Put the bike trail on the other side of te road where there is plenty of space.	NDOT will be consider emergency evacuation with all alternatives.
1	Anything involving Zephyr Cove area, please keep the library informed. The proposed parking lot is a good idea. Looking forward to the traffic light on Warrior Way that's been postponed to summer 2023.	Noted to keep Douglas County library informed
1	Do not approve of the one way as 2 lanes are enough for travelers to get by. One way won't deescalate speed but increase in road rage resulting in more accidents in the future. Possibly a center divider would be a better solution? But for sure, do not agree with one lane.	Noted opposition to lane reduction; Project team is looking at center barriers at select locations.
1	My biggest concern is bike path off the Hwy. Move to forest ground for safety. Second concern is the breakup of 4 lanes to 2 lanes. Without a proper study will it really provide a logical slow down or will there be a need for the passing cars to race only to be merged to a two lane Hwy. Can you provide example of the study.	Noted opposition to lane reduction that it will create merge issues wants data; Future bikeway alignment will be determined in the environmental analysis.
1	Eliminate the tahoe trail from Hwy 50 + the right away - Move it east + connect w/ the new proposed shaded/shared? Fsri? Breaks + the old wagon road. P??? For trails along Warrior Way to access Zephyr Cove Brook + Skyland. Also add other trails to drop down to populated neighborhoods.	Future bikeway alignment will be considered during the environmental analysis.
1	The rendered image that I received with the email shows the hwy expansion N/S of the Tahoe Dr. encroaching on to Myron Dr. The Skyland GID just replaced the fence between Myron Dr. and the Hwy. All extra land needed to create which ever version of reconfiguration, needs to be on the east side of the Hwy. There may be room for the bike path next to the existing road and the fence but the southbound turn, egress lanes need to be on the existing road with additional width pushed over to the east side.	Noted to project team as currently planned facility improvement will be within NDOT Right of Way not on private property within Skyland.
1	RE: Roundabout at top of Spooner: This intersection is dangerous & needs change. Problem with roundabouts is that they're always built too small. Having driven in numerous foreign countries using roundabouts, I can say that we don't do it right… yet. Please increase the radius so drivers entering the roundabout have plenty of time to anticipate oncoming traffic's intentions - small radius effectively turns the roundabout into a stop sign, defeating the purpose, causing near misses. Large radius allows continuous flow, decreases danger of collision. Quito, Ecuador is a good example. Go to GoogleEarth and measure. There's plenty of space on top of Spooner to do it right. Don't repeat CALTRANS folly at 88/89 & 50!!	Noted desire to improve 28/50 intersection and to make it large enough for the type of traffic.
1	I support more bike lanes and recreational opportunities in the basin. Help making a better experience for people to get out of their cars is a great thing. Signage is critical & is cheaper, easier and faster than most of the long term solutions. The pedestrian tunnels sound great in theory, assuming people are aware of them & funneled well towards them.	Noted to project team support for bike lanes and multi modal choices. Like tunnel idea at Zephyr.

1	Very few of our community members have been present to try to have a voice, and those of us who feel (and speaking for others) that suggested measures for "safety" through lane reduction is not taking other safety issues into consideration that will result in these changes. Bottlenecking in some areas will only increase speeds in other areas. There are many speed enforcement measures that can be implemented (more law enforcement, flashing lights at "Deadman's curve" with "double fines" enforcement, radar showing speeds, new technology w/the "DIP" system used in Eurpore, dummy/parked police cars & other intimidation factors - until legislative changes for actual cameras. All steps should be taken before reducing our lanes and losing access, increasing road rage, getting more speeding to make up for lost time/distance, etc. Some have concerns of getting out of neighborhoods, but that is partly due to speeding that's going to happen now matter what!! We need to be able to pass the super slow large vehicles, the tourists looking for a spot or turn, and the road vlocks due to accidents. road closures on both sides of the basin caused a 3.5 hr delay due to the impact on Hwy 50 w/ 4 lanes!	Noted to project team concern that merge point will create congestion and safety issue; would like to see more signs, legislation change to allow camera tickets, All steps to be taken before reducing lanes.
1	I reviewed the CMP and agree with some of the parts proposed plan. Traffic safety and pedestrian safety are paramount. It does appear that two main issues are just as central to the plan - integrating the Tahoe east shore trail with the highway and slowing traffic. Two big issues with the CMP - disaster egress and single lane emergency response with traff peaks in the summer. Single lanes do not afford residents or toursits are safe or easy way out in an emergency as we saw with the Caldor fire in 2021. Single lanes are also a problem with emergency responses. No room for cars to pull over - where do emergency vehicles go around traffic - in the turn lanes?? Going to single lanes will result in trafic streams that make it more dangerous for traffic trying to enter the highway. Trying to reach six ovenpcnivt? goals in one proposal will not result in accomplishing all goal using a shoehorn to fix expanding traffis into fewer traffc lanes. `	Noted opposition to lane reduction and concern with emergency evacuation. Does want to improve traffic safety and pedestrian safety.
1	I would prefer many options to slow the traffic down before reducing lanes. I would prefer our bike paths be like the Kahle Trail & be paved and off the highway. I had a long conversation with Michelle and I have solutions for traffic calming that do not include reducting lanes.	Noted to project team desire to try other options before lane reduction; would like bikeway to be off highway.
1	This is very disappointing. -"We don't have resources to study that." -"We don't analyze for peak traffic times" so the 2-3 minute addition to travel times is during free flowing periods. What happens during peak times? - Was the event center volume taken into account? That will be 6,000+ people all flowing in the flowing out at the same time. -I was told tonight "the traffic won't be any worse with one lane than two." How can someone say that in good conscience? The capacity of 2 lanes is far higher than one, even higher than 2x1 becasue a slow car in 1 lane causes gridlock. A second lane allows passing. -Was the new hospital volume taken into account? - I'd like to see capacity + transit time analysis for each direction during different use/business scenarios. Averages don't mean anything. -How much will frequent changes in configurations cause accidents - racing to pass, remerging... "we haven't analyzed that" -Why not try temporary restriping. Too much of this is "we don't know." Let's find out.	Noted to project team. The U.S. 50 CMP Final report will include an comprehensive overview of existing conditions and analysis.
1	Concerns are: -Addition of Event Center & Hospital. -Increased congestion & traffic to Kingsbury Grade. - Increased tourism to local areas. -Increase population in Reno. Reconurue? And center turn lane throughout majority of 50. Maintain at all cost 4 lanes through entire length. traffic must move &not be constricted. Lesen? Tahoe trail width, combine sidewalk with bike trail. Prefer an overpass at 28. Roundabout 2nd, lights last choice.	Noted oppositon to lane reduction; add center turn lanes; Tahoe Trail should combine sidewalk width with bike trail. NDOT will be looking at intrrsection control evaluation at @*/50.
1	Have you considered being more transit oriented? Integrating transit that would transport people from Carson to the casinos would reduce congestion and discourage more driving on the road. More people are commuting from the valley to work in Tahoe and giving people more alternatives would be a solution to that problem and consider moving both workers and people.	Noted to Tahoe Transportation District desire to have more transit,
1	No parking on 50 -> fantastic. Walkways under 50 -> great. Roundabout at Spooner -> Creates bottlenecks. Once way lane sections - > creates bottlenecks, creates raceways in two lane sections. Do not impact Skyland fence.	Noted to project team desire to have off highway parking with undercrossing . Like roundabout at 28/50; opposed to lane reductions.
1	First and foremost, thank you both NDOT and Wood Rodgers for addressing this safety issue. As a resident of Lincoln Park, I commute up and down this stretch 6X daily, 4 of which are with my young children in the car. I cannot express the sheer terror I experience daily due to high speeds + distracted drivers. I've had more close calls that I can count, 4 of my neighbors have been hit simply trying to get home or leave. Please don't give up, please keep safety as a # priority. Please help me protect my children + keep their safety in mind as you proceed through this process. Thank you, Lynsey.	Noted to project team concern for turn movement safety Lincoln Park.
1	Cross reference AIS on 28 and make sure turn movement of boats work at 28+50, especially left of 50 to 28. How is NDOT going to regulate the ?? ?? Bike/?? Intersection. Are they following? Their own data or the established science? How are you going to regulate 2 way bike traffic?	Noted to project team.
38	***Sub-Total Lake Tahoe Visitor's Authority***	

Comments submitted electronic Rd 3 Total 33	

Number of comments	Comment	Response
3	Oppose reducing traffic lanes cites there is 140 ft of ROW why aren't you using it; cited traffic jams because of accidents; how would life flight land; make evacuations worse.	Noted to project team who will be considering right of way in each segment; emergency response will be consider as alternatives move forward.
1	Can't imagine single lane Why don't you make a center turn lane;	Noted to project team who will be considering right of way in each segment.
7	Oppose single lane cited difficult for locals who work around town to get anywhere or cited fire evacuations; felt it was being done soley for bikes & peds.	Noted to project team who will be considering emergency evacuation with the alternatives.
1	Build roundabouts and left turn lanes anything to slow traffic "its not the wild west anymore"	
1	Wants roundabouts or lighted intersections where appropriate	NDOT will be doing future intersection control evaluations in select areas.
1	Wants one lane, with center turn lane and bike & ped access Hwy 50 is outdated engineering it is dangerous too many accidents needs to be fixed.	Noted to project team desire for one lane, with turn lanes and bike & ped facilities
1	Crucial to address speed & noise come down Spooner to Glenbrook terrible accidents	Noted to project team that highway noise is concern for Glenbrook
1	Don't narrow lanes Spooner to Glenbrook cited RV's, Trucks, Rock slides	
1	Safety should be priority wants middle turn lane 2 fatals between Hidden Woods & Cave Rock	Noted priority for safety and need for turn lanes
1	Supports reducing lanes after seeing success in Oregon scenic byway	Noted to project team to look up Oregon scenic byway speed reduction measures
1	wants one lane through tunnels and south from CR State Park through curves	Noted desire for one lane with turn lanes Cave Rock section
5	Need turn lanes cited Skyland, Cave Rock, Zephyr Resort to Lakeview area need left turn lane	
1	Don't reduce lanes it will make it harder to get out of Skyland citing line of traffic will be longer	Noted to project team concern at Skyland for traffic breaks to make turns; currently Skyland area proposed to remain 4 lanes.
1	Opposed to single lane Stateline to Carson City cited winter gridlock	NDOT is not considering one lane for full length of corridor; the proposed alternatives looked at 3 select areas for one lane Glenbrook, Cave Rock and Zephyr Cove.
1	If reconfigured add emergency lane or show how that would work	Noted to project team who will be considering emergency response and evacuation as part of evaluation of alternatives.
1	SR 28 & US 50 add protected left turn with light at intersection	
5	Need shoulder parked cars parked off of highway and add off-highway parking.	Project team is working with USFS and Douglas County on moving shoulder parked cars to off-highway parking lots and going to No Parking Zone along US 50
1	We need left turn lanes for safety and roundabouts to slow speeds	Noted to project team need for left turn lanes and control speed through roundabouts.
2	We need bike ped access	Noted need to Project Team
3	Concerned for safety Lyons crosswalk wants pedestrian actuated light	
1	Lots of accidents Cave Rock area need to slow people down	Noted to project team the need to slow traffic speeds.
1	Add speed calming devices to highway	Noted to project team the need to slow traffic speeds.
1	Exceessive speed throughout corridor	Noted to project team the need to slow traffic speeds.
1	Southbound traffic needs protected right lane (southe of Cave Rock) like the 395 Johnson lane area	
1	Provide pullouts for disabled vehicles or emergencies	Project team is looking at existing pullout and how to formalize emergency pullouts
2	Want mirror at Cedar Ridge to see further around corner	Noted to project team;
1	Use old Hwy 50 for bikes and pedestrians would enhance safety	Noted to project team; Future final alignment of the bikeway will be studied at time of environmental analysis
1	NDOT should explore the old highway route around the tunnels for a bike/ped bridge structure it would be safer.	
1	Concerned about Zephyr Cove beach backup live on mountain side and can't make left turn out of driveway	Noted to project team concern for traffic backup Zephyr Cove and driveway turn movements
1	Concerned adding turn lanes by reconfiguring lanes will increase accidents as motorist merge perfer slowing traffic	Noted concern regarding merge points if adding turn lanes
1	Maintaining an effective flow of traffic should be a primary consideration congestion impacts tourism & economy	Noted to project team
1	Vista Points need to be signed	
3	Enforce speed limit	Noteed to NV State Police
1	Enforce with the use of cameras focus on residents and commuters who speed	Noted to project team currently NV law will not allow camera ticketing, but team will consider.
2	Lower Speed limit	Noted to project team
1	Lower Speed Limit from Glenbrook to Stateline to 40mph	
1	Maintain current 50 mph speed limit	Noted to project team
1	Add center barrier from SR 28 to Glenbrook	NDOT and the project team are reviewing the use of barriers in select locations.
1	Bike lanes are low on the list to few riders	Noted to project team
1	Wants separated bike path he is an avid bike rider not necessarily lanes it is too dangerous with the speed here.	
1	Concerned about removing lanes to add bike lanes just add bike path no bike lanes which will help to reduce congestion in passing bikes	Noted preference for shared use path over lanes because of speeds in the area.
2	Add lane dividers in certain areas to prevent head-ons Spooner-Glenbrook and Zephyr Cove Resor to Lakeview	NDOT and the project team are reviewing the use of barriers in select locations.
2	Add digital signs to remind motorist of their speed-- it helps and NDOT can collect data on speeds	Noted to NDOT District II

1	Current development of concert event center is going to make things worse with DUI's speed and mass traffic	
1	Broadband infrastructure should be included	NDOT is working on broadband installation with project partners as highway facilities are improved.
1	Area from Glenbrook to Cave Rock not designed for 60 mph need to slow speeds it should be 2 lanes and 25 mph	Noted to project team desire for reducing speeds and speed limits
1	Glenbrook noise is serious issue would like sound walls by Uppaway	Noted Glenbrook concern regarding highway noise to project team.
1	There needs to be warning sign (DMS) back in Carson about stopped traffic got stuck 6 hrs when it was avoidable	
1	Worried about snow remoal if the highway goes to one lane	Noted to project team NDOT will be considering snow removal as alternatives move forward.
1	Concerned about snow removal with bikeway wall and doesn't feel people ride or walk along 50 should consult experts in snow removal first.	Noted to project team NDOT will be considering snow removal as alternatives move forward.
1	Concerned with bottleneck areas that reduce commute times into south shore area cited Barton & casino expansion will add employees commuting	Noted to project team to look at congestion and merge points to maintain traffic flow.
1	Understands private property issues but wants more effort to obtain easements, land swaps or donations before putting in bike lanes on a 60mph road.	
1	Private and public properties should be required to meet their own parking demands on site not use Hwy 50 for parking.	NDOT and the project team are working with USFS and Douglas County to find off highway parking solution with future No Parking Zones on US 50
1	Decisions should prioritize vehicles only.	Noted to project team
1	Do you have data that supports use of transit	Noted to Tahoe Transportation District
1	Concerned it has taken so much time between 2017 and now to study the issue.	
1	Project will increase accidents	Noted to project team
1	Not convinced that narrowing lanes on Spooner would increase safety provided link	Noted to project team to provide information on modeling and data links
1	Appreciated that the project goals were reflecting his priorities	Noted
1	Appreciate process but don't be like CA where delays ruin good projects	
1	Great job appreciate all the work	Noted thanks.
1	Noted Van Duzer Forest State Scenic Corridor signs with double fines below posted speed limit	Noted to project team to look up.
1	Thanks great job suggests creating poster boards showing different point of view surprised how strongly people felt that their opinion was the only one that mattered.	Noted to project team
1	You have highlighted the issues well details of actual design will help convey priorities against limited budgets Is there a time line (for implementation)?	
1	East Shore is a treasure imagine the environmental, economic, safety, recreation improvement opportunities that could come out of this for next generation.	Noted to project team
90	***Total Electronically submited comments***	

G – Round 4 Canvassing Comments

Public Outreach Round 4
Lane Reconfiguration Demonstration (July and August 2023)

As of 9/6/23, 96 emails have been received, and 180 Comments were recorded.

Note: Each participant may have left multiple comments

General Comments		
Number of Comments	**Comments**	**Response**
8	Do not experiment with lane reduction trial	Noted to project team
10	Support for lane reduction trial	Noted to project team
10	Allow/consider more public input	Noted to project team
3	Seek alternative solutions	Noted to project team
10	Concerns over fire evacuation with reduced lanes	NDOT wil be condering emergency evacuation with proposed Alternatives
12	Opposed lane reduction	Noted to project team
1	Oppose bike/ped path as it goes unused in the winter and is used for recreation rather than transportation	Noted to project team and Tahoe Transportation District
5	Support for bicycle/pedestrian shared-use path	Noted to project team and Tahoe Transportation District
2	Concerns for increased congestion as a result of new development such as the hospital and event center	Project team has met with Barton Health and LTVA to discuss their needs and will continue to work developers as proposed Alternatives are developed.
12	Concerns for increased congestion as a result of reduced lanes	Noted to project team the concern regarding merge points and potential increased congestion with lane reduction.
1	Not in support of lane reconfiguration to accommodate cyclists	Noted to project team; Federal law does allow bikes on US highways
3	Calls for more stop lights (ex: top of Spooner Summit, Warrior Way, Lake Shore Dr.)	NDOT will be doing an intersection control evaluation for 28/50 to determine the type of control; Warrior Way signal is being installed 2023 and the study team is looking at turn moovements at Lake Shore Dr within this study.
1	Prohibit all parking on the side of the highway unless they park in a designated lot.	The project team is working with NDOT, USFS and Douglas County to identify potential off-highway parking lots and once contructed move to No Parking Zones along US 50.
1	More parking lots should be built	The project team is working with NDOT, USFS and Douglas County to identify potential off-highway parking lots and once contructed move to No Parking Zones along US 50.
1	Maintain paid parking on the lake side but provide free parking on the mtn side	Noted to project team
1	Support for k rail lane separators	The project team is looking at barrier rails in select locations on the corridor.
7	Calls for increased law enforcement to reduce speeds	Noted to project team and NV State Police
1	NDOT should look for a safety grant from the Nevada office of traffic safety to provide the funding needed for extra enforcement on US 50.	Noted to project team and NV State Police
1	What improvements are you expecting, what negative side effects do you anticipate, and how are you going to judge success or failure of the test? Any scientist or engineer will tell you that you must state your plans for measurement and expectations up front then judge results relative to them, not just jump headlong into an experiment and rationalize results at the end.	NDOT and the project team has planned, should they move forward with a temporary test area such as Zephyr Cove, to provide monitoring criteria and collect data to drive the decision over a select period of time.
1	What have you done and are you doing to understand and minimize the impacts on Kingsbury Grade? When (I really think it's when, not if) Hwy 50 gets backed up, people will resort to the only viable alternative, SR 207, which is already a busy, windy road. Some will do this because they know of the alternative. Some will do this because programs like Google Maps will surely reroute them when it detects Hwy 50 is taxed.	Noted to Project team, The study team does not anticipate trip diversion to SR207.
1	Rather than removing traffic lanes and creating congestion on US 50, maybe narrow the lanes down to 10 feet, add more warning signs and maybe partner with NHP for a major crackdown for speeds for about a year.	NDOT and the project team has been made aware and is considering of the suggestion to narrow existing lanes; Noted signage concern and NV State Police have been made aware of request for more enforcement.
1	Any lane elimination will result in longer travel times at peak hours and more air pollution.	Noted to project team
1	How are you controlling for other variables?	The U.S. 50 CMP Final report will include an comprehensive overview of existing conditions and analysis.
1	Many people mistakenly think that the NDOT plan for Hwy 50 will turn it into a two-lane road from Spooner to Stateline. There's confusion about the plan. Please spread the word through Tahoe Daily, Carson Now, and Record Courier that most of the road, around 65%, will stay four lanes. Also, clarify that the changes involve some three-lane sections, not just two-lane ones.	The project team is aware of this issue and is working to get the word out.
1	Suggest a speed limit reduction from Skyland to Stateline at 35 mph	Project team has been made aware of the suggestion to reduce the speed limit.
1	A ~2 minute change in total drive time as a result is within the variance of a normal commute, and well worth the reduction in accidents.	Noted to project team

1	The proposed plan for U.S. 50 includes bike paths and underpasses that would make biking accessible to students of Zephyr Cove Elementary and George Whittell High School. With bike access along this corridor, I would be able to get to the school, library, and Zephyr Cove resort on my bike. This would reduce the number of car trips I take on Highway 50.	Transportation choices along the corridor is part of the study and has been noted to the study team and to Tahoe Transportation District.
1	Reduce the speed from Cave Rock to Stateline to 35-40 mph to get more compliance	Project team has been made aware of the suggestion to reduce the speed limit.
1	Please provide information on: 1. The most recent traffic flow studies for the affected area of Hwy 50 and SR 207. 2. Your analysis and projections for traffic speeds and volume after reducing Hwy 50 to one lane in each direction. 3. Methods and criteria for measuring success, including extreme speed reduction and preventing congestion. 4. Comparison of results with previous studies conducted at different times. 5. Accident statistics and sources for mid-July to mid-September over the past decade, and predictions for accidents during this period with the road constraint.	The U.S. 50 CMP Final report will include an comprehensive overview of existing conditions and analysis.
100	***Sub total comments***	
Map 1: Spooner Summit to Glenbrook		
Number of Comments	**Comments**	**Response**
1	Would love to see a center divide from Spooner to Glenbrook	The project team is looking at barrier rails in select locations on the corridor.
1	How many fatal accidents have to occur before there is a roundabout or something placed at the top of spooner summit junction of Hwy 50 and Hwy 28?	NDOT is doing an Intersection Contorl Evaluation at 28/50 to determine best control method for this intersection.
1	I don't agree with the roundabout plan at 50 and 28. It could lead to more accidents and traffic delays, especially in winter. Roundabouts aren't suitable for freeways and can be problematic with big rigs. Instead, consider installing an underpass, similar to the one at Hwy 60 and Golf Club Drive, for safer freeway access and exit.	NDOT is doing an Intersection Contorl Evaluation at 28/50 to determine best control method for this intersection.
3	***Subtotal comments***	
Map 2: Glenbrook to Tunnel/Cave Rock		
Number of Comments	**Comments**	**Response**
Map 3: Cave Rock to Skyland		
Number of Comments	**Comment**	**Response**
1	I've found it nearly impossible to pull out of our neighborhood of Lincoln Park, just south of Cave Rock. I would strongly suggest another temporary demonstration from Pitman Terrace to Hidden Woods, roughly a mile-long stretch with a significant amount of residential access	NDOT and the project team are aware of this concern and will continue to look at alternatives for this area.
1	***Subtotal comments***	
Map 4: Skyland to Roundhill Pines		
Number of Comments	**Comments**	**Response**
3	Objection to reduce lanes from Roundhill Pines to Zephyr	Noted to project team
1	Concerns over fire evacuation with reduced lanes	NDOT and the project team will be considering emergency evacuation with any proposed alternatives.
2	In support of a middle turning lane and speed bumps between Round Hill and the Spooner junction	Noted to project team desire for center turn lanes.
6	Add a light or at least a turn lane into Marla Bay at PineWild	Noted desire for center turn lane; study team is looking at the intersection Marla Bay/Pine Wild
18	Support for lane reduction trial. Cites dangerous turn movements in and out of subdivisions	Noted to project team
1	Reduce speeds on hwy 50 1/2 mile prior to entering PineWild subdivison area	Project team is aware that some would like to speed limit reduction.
6	Turning left out of Marla Bay is also quite dangerous with the high speed of traffic and lack of visibility due to the curve in the road.	Noted desire for center turn lane; study team is looking at the intersection Marla Bay/Pine Wild
7	Support for off hwy parking, specifically, around Zephyr and Roundhill beach areas	NDOT and the project team are working with the USFS and Douglas County to identify potential off-highway parking lots; installing No Parking Zone in areas where off-highwy parking has been constructed like Round Hill Pines
1	Concern over congestion if reduced to one lane.	Noted concern lane reduction will increase congestion.
19	I would strongly recommend a dedicated left turn lane as well as lower speed limits.	Noted to project team the desire for left turn lanes as well as lowering the speed limit.
3	Support for lane reconfiguration and shared-use path as it will make bike and ped traffic a lot safer	Noted desire for lane reconfiguration and shared use path to project team.
1	I have NEVER seen them policing the traffic between Zephyr Cove Resort and Elks Point. Please change that.	Request for increased enforcement has been noted to NV State Police and the project team.
1	The left turn from Highway 50 into the Hidden Woods neighborhood when traveling westbound from Carson City is extremely dangerous.	This area Hidden Woods left turn movement s being reviewed by the project team.

1	It is incomprehensible that Aramark was awarded the contract to manage Zephyr Shoals and that there is consideration for campgrounds in this same area.	The project team is requesting additional information from the USFS reqarding the vendor's plans for development.
2	A roundabout [to enter PineWild] would slow cars down so we could get into our entrance without feeling like we were going to get rear ended.	NDOT and the project team are looking at the intersection to determine the best solution for this area.
1	Consider a traffic light at the High School intersection (Warrior Way) just north of Zephyr Cove.	Warrior Way signal will be constructed summer 2023
1	Propose a roundabout at Warrior Way	Warrior Way signal will be constructed summer 2023
74	***Subtotal comments***	
Map 5: Roundhill Pines to SR 207		
Number of Comments	**Comments**	**Response**
1	I understand that sidewalks are contemplated. I love that idea.	Noted to project team and yes they are looking at pedestrian improvements along this segment.
1	A pedestrian light at Lake Village Dr & Hwy 50 would be great too. The speed limit changes just north of Lake Village Dr but no one obeys it.	Noteed to NV State Police; Project team is looking at all intersection along US 50 in regard to turn moveements.
2	***Subtotal comments***	
Map 6: SR 207 to Stateline		
Number of Comments	**Comments**	**Response**
180	***Total Comments RD 4 submitted electronically***	

H – Round 5 Public Survey #3, Question #9 Responses

Question #9: What is your primary reason for being for or against a demonstration project?

1	- we need a safe exit in case of fire, we do not want a bike lane that crosses in front of our driveways and neighborhood entrances, we would like the speed limit lowered and increase highway patrol, we want a stop light at Warrior way, we want no parking along HWY 50. I've lived in zephyr cove my whole life and am strongly against this lane reduction plan. I wonder how many people at NDot actually live here. I also know real cyclists will not use a bike lane full of walkers, scooter and e-bikes. Do your homework NDot!
2	I did not agree to slow down traffic I did not agree to slow down traffic to improve safety. I do not want to create congestions similar to the West and north shore roads at the Lake.
3	#1 less auto crashes #2slow speeders to speed limit #3safe traveling for all
4	[A one lane road anywhere on 50 wo
5	1). Reconfiguration of the lanes will out make us safer if 85% of the crashes are impaired drivers. 2) Forced lane changes will make traffic slow down increasing the possibility of bing rear ended.
6	2lanes is not feasible during evacuations
7	3lane roads are very unsafe
8	4 lane evacuation route in emergency or fire incident
9	4 lanes and a turn lane at wome communities is needed
10	4 lanes on highway 50 are an absolute necessity for public safety. In light of the recent fires and the possibility of other natural or man made disasters highway 50 should be kept at the highest capacity since it is the only reasonable evacuation route for that area. Any lane reduction would be reckless and unwise.
11	50 needs improvement safety-wise, so reasonable alternatives should be explored
12	6 miles 0f backed up traffic every day in the summer.
13	A decrease to one lane will increase traffic. It will also make it slower to evacuate in circumstances of natural disaster.
14	A demonstration done during a period of peak use would show whether or not gridlock will occur in the single lane sections.
15	a demonstration of the ideas will help inform us on best ways to move forward
16	A demonstration period should provide objective data as to whether the proposed reconfiguration plans will achieve the intended objectives, safety in particular, before committing resources to making permanent changes.
17	A demonstration project could get more people on board to improving the safety of that area. However, it will give more opportunity to opposition to rise as well.
18	A demonstration project is code for a two lane highway. I'm against a two lane highway. The primary cause of fatalities is crossing over into oncoming traffic. Those conditions will still exist in a two lane configuration. How about a barrier like from Spooner to hwy395? A 2 lane highway would make traffic horrendous.
19	A demonstration project will allow for better decisions to be made in the planning, design, and safety of the long term solution for this area
20	A demonstration project would allow the agencies and public to see exactly how the changes would or would not work.
21	A demonstration project would put all the hypotheticals to rest and prove out whether a lane reduction results in significant increases in travel times.
22	A demonstration requires unbiased scientific approach, I am concerned that the study of the results will not be unbiased.
23	A lot of traffic year a round with NO Jersey barriers.
24	A new configuration can absolutely not increase traffic on kingsbury grade. Kings bury grade is already fully saturated and the new roadway will encourage more people to bypass it by using kingsbury. We could be for the new roadway if truck traffic is required to use it.

25	a reduction in lanes would be Catastrophic in case of an emergency evacuation; people will die!
26	A test run is always better than a permanent change that doesn't work.
27	A) Emergency egress from the basin. B) snow removal C) Lane reduction would cause more road rage, and possibly more accidents.
28	Accidents, deaths
29	Added traffic congestion
30	Additional commute time
31	Additional safety for turning lanes
32	Additional slow downs, means more pollution
33	Additional traffic and slow downs
34	Additional traffic issues
35	Afraid of increasing gridlock and access to and from this area
36	After 2 days, everyone will be used to 1 lane and will quit complaining.
37	After this Labor Day holiday and limited lanes due to roadwork, it appears the prior 1lane demo should not be considered; the demo project should be reasonable and thought thru with input from folks who actually live and drive the roads
38	Against- NDOT is doing what they want to do without hearing from their residents and the commuters who travel. They put up a public survey and then go ahead and do what they want
39	against - traffic jam, more minor accidents
40	Against 1 lane trial. Back up is inevitable
41	AGAINST as the parameters and analysis of the TEMPORARY demonstration are not clear and public parcipation via "Listen Tours" is not public participation. Q&A necessary
42	Against because doing so is irresponsible
43	Against because of the traffic it would cause. I would never be able to get out of my neighborhood and it would make nothing safer
44	Against changes due to teaffic and access to our home. Anytime we are down to one lane the traffic flow is slow to a stop. This causes other safety issues such as emergency personnel being able to quickly respond or if we were to have to evacuate again.
45	Against changes from 4 lanes. We have to try other methods : more speeding enforcement , more traffic lights Need for a serious evacuation plan for the entire basin including number of visitors
46	Against demonstration. People will find flaws and inconveniences to reject the project. I am very much for the project but don't know how successful it will be.
47	Against if there will be more traffic
48	Against it if the people vote against it. For it if the people vote for such.
49	Against project. Believe it will hinder any evacuation in the event of disaster
50	against reducing lanes.
51	Against: Basin emergency exiting. When lanes are reduced due to construction it is congested as well.
52	All lanes are NEEDED for evacuation now. Congestion occurs frequently without narrowing to a single lane each way. I've seen a neurologist trying to get through to Barton Hospital to a patient experiencing a stroke, unable to weave through congestion with 2 lanes each way. Emergency vehicles will be impeded. Speed reduction/enforcement would help the situation. Don't make things less safe for residents (35+ years) to be able to tout bike lanes, used by some residents, mainly a draw for visitors of days or weeks long stays.
53	All the crashes at 28 & 50

54	Almost die at incline turn off yearly. A bridged bypass would be sexy but problematic in the winter and ugly. Stop light would help.
55	Although I use 50 once a year usually, I would like a central turning lane available for Zephyr Cove and other areas difficult to access going east - the demonstration project would help test the best solution.
56	Although speed is a problem reducing the number of lanes presents safety concerns for evacuation and events on the roads.
57	Amy change to the current configuration would impede emergency access and evacuation during fires.
58	An opportunity to demonstrate is always best.
59	Any change that reduces the lanes from 2 to 1 would impede the flow of vehicles. You need to add another lane to allow for a turning lane.
60	Any idea that narrows the roadway from 2 lanes to 1 in either direction I'm against. The traffic backs up and one lane would be a nightmare.
61	Any progress to improve safety in that corridor is good
62	Any reduction in lanes will be disastrous. That corridor is the ONLY evacuation route in the event of an emergency, e.g., the caldor fire. It would be reckless to reduce the road capacity in this area. The lack of turning lanes is the biggest problem and should be addressed with road widen. NDOT has eminent domain powers and should use them to acquire necessary land. Speeding, to the extent it is a problem, should be addressed with more aggressive law enforcement. Stoplights should be installed in the most problematic area. A major cause of accidents on this stretch of 50 is impaired driving. To the extent currently permitting, alcohol and recreational drugs (marijuana) should be banned and strictly enforced. Road shoulder parking along the stretch around Zephyr Cove beach should be completely eliminated and off street parking at Zephyr Cove recreation area should be significantly expanded. Reduction in road capacity is far too dangerous.
63	Any reduction in our ability to escape fire is completely unacceptable
64	Any reduction in the number of driving lanes is extremely dangerous in emergency situations like fire, snow plowed which already reduces the lanes in the winter and very slow drivers cause additional risks to drivers driving the speed limit.
65	Anyone who drives 50 knows this is a bad idea. I'm supportive of collecting data but I think you're focused on the wrong problems (typical Tahoe). 50 is not unsafe. What is unsafe is the absurd amount of parking along the road. Same with 28 from spooner to incline. Highway parking should be illegal. Problem solved. Force TRPA and these other brain dead agencies to get real. We need PARKING LOTS and shuttles, not the removal of lanes on already busy streets.
66	Anyone who travels this corridor in the busy seasons knows the already congested (sometimes stopped) traffic conditions. Put up cones to run a test so when the traffic comes to a stop it will be easy and quick to remedy the situation.
67	Anything that reduces the lanes from 4 to 2 is a nonstarter
68	ANYTHING that will negatively impact traffic flow is a silly idea. Maybe the silly 45 mph speed limit should be increased to 55 mph. Maybe increasing law enforcement presence would help
69	anything to improve safety for residents who have to deal regularly with ingress and egress from hwy 50
70	Anything to review and potentially enhance traffic safety
71	Anything to slow people this road is a death trap for me my daughter my grand daughter and any friends that choose to visit I'm scared to drive it did not used to belike this
72	As a Glenbrook resident, I need to see the data that will improve the safety of Hwy 50 Corridor. A light at the entrance to Glenbrook would make it safer for entry and exit.

73	As a lifetime local, my parents have ingrained in me that you drive on the outermost lane while driving between stateline and spooner because of the high number of accidents along this corridor. People are driving too fast, distracted, and this has caused several fatal accidents in this corridor. I am for the demonstration project because I am sure it will make this a safer road to travel on in any capacity, and it will contribute to the wellbeing of the people who live, work and visit the area.
74	As a long time LT resident I don't believe 1 lane each direction will work. As evienced by the work at Kahle Dr. It took 20 min from Elk Pt Rd to Kingsbury. I think traffic lights and turn lanes are
75	As a resident of Pine Wild Community, I have had close friends and family seriously injured getting into the community. I am hopeful that this demonstration will include a stop light into our community as it has been a source of many accidents over the years.
76	As a resident that drives this road daily it is obvious the lack of law enforcement is a major issue. Local drivers know there are no police so they drive reckless. Where is the police? Don’t punish users by minimizing travel lanes to try and correct a problem with bad driving behavior
77	As a year round resident of South Lake Tahoe I experienced the Caldor fire evacuation over Highway 50 first hand. The proposed reduction in lanes will cost lives in an actual emergency evacuation.
78	As an avid cyclist who works in the Stateline area, I feel incredibly unsafe in this corridor and would strongly support adding a bike lane and restricting lane speeds.
79	As I understand it, the plan is to reduce the current 4 lane highway to a 2 lane highway. This is a disastrous idea for the residents in this area. There is already way to much volume on this roadway. The solution is simple, look at Spooner summit to Carson City. The highway has a divider the whole way and very few collisions. This is how to fix the problem. Simpe really. Fewer traffic lanes is a STUPID idea.
80	Assess potential positive and negative consequences.
81	At least we will be safe turning into/out of Marla Bay/Lakeshore Drive/PineWild for a bit, and hopefully it will become permanent.
82	At the last NDOT public hearing in Carson Citu, Bill Lurtz offered a video which he took when Highway 50 was reduced to 2 lanes; anyone at NDOT looked at it?
83	Availability of a maximum amount of lanes to safely evacuate if a fire happens.
84	Avoided three different head on collision driving to work from wreckers, speeding drivers and all around the Cave Rock area.
85	Backing up traffic, stopping traffic, or creating a hazard to the public are reasons I would be against this.
86	Based on the number of surveys you’ve made, I don’t expect that we will get results that are accurate. It seems if you keep asking the same questions over and over that you’ll get different responses.
87	Bay Area style congestion and gridlock.
88	Because it doesn't address the problem.
89	Because it’s the stupidest idea I ever heard of. Whoever came up with this is an idiot and most likely does not live here. The road is the safest in Tahoe and surrounding area as it is as 4-lane highway 2 lanes a side. Everywhere else in Tahoe is one lane and is extremely dangerous because people pass others all time and cause near misses and accidents.
90	Because lane closures now create major traffic jams
91	Because logical solutions have not been mentioned. Putting center barriers in certain areas as was done on the backside of Spooner Summit down to Carson is one idea that has not been mentioned.

92	Because NDOT and TRPA has been trying to reduce to 2 lanes and that will NOT be safer!!! I'm all for a roundabout at the 28/50 intersection or event stoplights along sections of 50. And ENFORCE the no parking by Zephyr Cove
93	Because NDOT is not incorporating any community input to any of it's plans.
94	Because NDOT/ TRPA are a bunch of Democratic Bureaucratis Idiots not be of whom live on the East shore of Tahoe!
95	Because the changes proposed are to reduce down to 2 lanes
96	Because the DOT doesn't know what they're talking about, they are ignoring the basic science of movement & then lying about it.
97	Because the proposed solution is stupid. Just look at the mess created by the current construction -- GRIDLOCK. Speeding is a problem, but a road diet is the WRONG solution. Even US DOT agrees road diets are the wrong solution with traffic counts even half of ours. Speed cameras are an intelligent solution. Failing that, more police presence is an intelligent solution. Road diet is off the chart insane.
98	Because the turning off Highway 50 on to Emerald Street is very dangerous
99	Because this is stupid. More people on less lanes is ridiculous. STOP.
100	Because traffic is altewafy heavy and decreasing the lanes will only exacerbate the issues
101	Because we believe that reducing the highway to one lane is more dangerous than any danger that exists now. It would be a disaster, notwithstanding any "expert" opinions to the contrary.
102	Because you are only considering lane reduction. If reduced speed limits, stop lights and other safety mitigation were to be considered, I would feel differently. Reducing lanes will create a nightmare. You obviously do not live in or drive this corridor year round or those considering lane reduction would know better.
103	Better enforcement of laws and presence of police writing tickets is what is needed.
104	Better safety strategies are now available and are needed for safety of all, pedestrians, bicyclists, and motorists alike
105	Better traffic management of the morons on the road. It's Madd Maxx out there all the time.
106	biased survey. I want safety. improvements just not those suggested by NDOT
107	Bicycle safety
108	Bicycle safety
109	Bike Lanes
110	Bike safety
111	Biking safety
112	Bottlenecking in emergencies
113	Bottlenecking traffic at these locations sounds like a bad plan. Previous/current construction projects and special events indicate that reducing 2 lanes to 1 lane create immense backed up traffic. This will lead to longer commutes and, I imagine, potential for road rage incidents. Just a couple of weeks ago a driver passed me and several other cars via the center turn lane at Round Hill in order to get in front of the line of traffic entering a 1-lane construction zone!
114	Bottom line is we need a series of timed traffic lights from Spooner all the way thru to Round Hill. Herding the traffic in on a timed lighting system will also help control traffic speeding between lights because cars will have to slow down in order to stop at the next series of lights. Our residents need to feel safe going to and from work or appointments. The truckers bringing g supplies to town as well as the tourist need to be protected as well. The desire for bike trail/lanes should be a PhaseII project and definitely not a priority until Phase I the traffic lighting system is completed.
115	Burden of traffic in a growing tourist area
116	Car crashes that in in DEATH ☠

117	cars are traveling at speeds that far exceed the posted speed limit, and are dangerous for everyone.
118	Causing for traffic congestion on main commuter hwy in and out of South tahoe
119	Causing too much traffic congestion
120	Changes are detrimental to the safety of those who travel US 50
121	Changing Hwy 50 to 2 lanes even intermittently will cause more traffic problems and accidents.
122	Changing the look of the roadway as it pertains to the rustic ambience of Tahoe.
123	Changing your speeding signs would be more beneficial
124	Charge a fee to non residents entering the basin
125	Children on the school bus stuck in traffic.
126	Clearly by you own admission speed is the issue. Enforce the speed limits! I rarely see troopers enforcing in the area. Do not reduce the number of lanes as this will create a traffic nightmare.
127	Closing off a lane for cyclists and or transit is going to make traffic around the area worse and cause more accidents. A two lane highway is not the answer.
128	Collision reduction
129	Coming and going from each entrance to Zephyr Heights is chaos and I'm worried about being hit at high speeds daily. My household would love a traffic light verses lane reductions/turn lanes.
130	Completely biased survey!!!! Want changes just not yours!!!!
131	concerned about reduction to single lanes resulting in severe traffic congestion and traffic backups.
132	concerned about traffic slow downs and jams due to the restrictions from 2 to 1 lane
133	Concerned results will be skewed because it is not the busy time of the year.
134	Concerns about evacuation safety
135	Concerns for increased commute time/delays. Especially once it snows.
136	Congested now let alone with the change
137	Congestion
138	Congestion
139	Congestion and impeding evacuation.
140	Congestion and travel time especially during peak seasons
141	Congestion in this area currently exists and will become even worse with this reconfiguration. Congestion is particularly bad during Winter months, I-80 closures which result in increased traffic on U.S. 50 as an alternate route to/from the West, and during fire evacuations all of which we have experienced in the past 2 years.
142	Congestion of traffic and impeding traffic flow if the plan is to reduce four lanes to two lanes in these areas.
143	Congestion will lead to more frustration and erratic driving practices. Should look into parking enforcement which I feel will reduce issues and also bring in revenue for Douglas County.
144	congestion would be a nightmare
145	Congestion would be increased with the lane reduction
146	Congestion, traffic, and too many standing vehicles are bad for the environment.
147	Considering the increase in traffic, lane reduction would be a disaster
148	Constriction of traffic increasing commute times
149	Construction delays
150	Construction has already trialed 1 lane travel with horrible results. Patrol more and add traffic lights to slow traffic.
151	Construction impact, future impact of pedestrian traffic
152	Construction projects typically will cause some degree of travel delays, depending on the length of those delays would cause me to be for or against the demo project.

153	Corridor is pretty safe now, only needs a couple of adjustments. turns lanes to neighborhoods, Presbyterian Center and the like or round abouts
154	Corridor proposed is already crowded, especially during the summer. Your proposal would create a traffic nightmare if a car/truck broke down in the one available lane.
155	Cost
156	cost and construction
157	Costly and Proposed change will not slow traffic down.
158	Costs for proof of concept and opportunities for increased negative political / personal motivations that could derail safety improvements
159	Could make sense to do a a trial period of a reconfiguration. However if demo creates delay where an excellent solution is obvious, makes sense to go ahead and implement the solution.
160	crazy to reduce from 4 lanes for many reasons
161	Creating new traffic jams
162	Creating safer roadways in this area will benefit all user groups
163	Creating traffic
164	Creating traffic backups
165	Current patterns are crowd and congested
166	Current problem is lack of speed enforcement and any change will only add to congestion and confused drivers, roadside parking also contributes to problem
167	Current speeds are too high (as actually traveled).
168	Currently very dangerous due to drivers speeding and the need to make left hand turns on and off the highway.
169	Currently with construction etc. congestion is bad and adds extended travel time to and from work.
170	Cutting down the lanes increases potential for accidents and
171	Cycling safety
172	Cycling safety
173	daily commuter; i am not against improvements but do not think this plan addresses my main concerns. additional light at zephyr heights should also be considered.
174	Daily roadwork in these areas prove more than enough the gridlock when lanes are reduced. Every single time. Keep four lanes and adjust or narrow them to accommodate turn lanes and use removable speed bumps in summer.
175	Danger of head-on crashes on this stretch of road
176	Dangerous to turn off Hwy
177	Data bases can be construed to benefit the strategic ideals of those conducting the study.
178	Data is always helpful to make decisions.
179	Data will help dictate best course of action. Neighbors are quite divided and stuck with narrow mindedness.
180	Deceitful questions. DUI & speed limits need enforcement
181	decrease accidents
182	Decrease accidents and fatalities
183	Decrease the number of MVA and slow down traffic that has NO concern for others saftey. Back in the 70's and 80's we had more NHP giving tickets daily. Now ?? Where are they?
184	Decreasing the number lanes from the current 4 lane highway would greatly increase traffic congestion
185	Decreasing to a single lane anywhere becomes a bottleneck at peak travel times irritate most people and cause them to drive even faster in the two lane sections. Some improvement in access to side roads without giving up a lane for traffic would be better .

186	Define what a “demonstration project” is and whether it is limited to only one option or more.
187	Demo project is needed to see if it works.
188	Demo projects tend to become de facto permanent regardless of the actual results achieved. There needs to be an impartial jury including average citizens to decide.
189	Demonstration always ends in never reversing course
190	Demonstration has already been done with lane closures for road work. It’s been a disaster.
191	Demonstration projects are a great way to pilot and test an idea before a full blown implementation that costs lots of money.
192	Demonstration projects take the guess work out of mentally imaging the roadway rework. It can also give a hands on visual of how and why safety is improved.
193	Depending on what the "reconfigurations" that are being propsed actually entail. If there is a lane diet, where a middle turning lane and one lane going each direction exist, tourists who do not know how to drive in inclimate weather or do not have the proper vehicle/equipment keep themselves and others out of danger, snow management, reduced capacity for evacuation routes, road rage, and grid lock are my primary reasons for being against this project.
194	Depends on when it would be done.
195	design parameters
196	Desire for bike lanes and safe transportation.
197	Disaster safety
198	Disruption to those trying to get to work
199	Disruption; increased traffic; delays
200	Disturbing my commute and wasting my time behind the many visiting drivers who have great trepidation traversing the road at well below posted speed limits
201	Do not need 1 lane restrictions but no cars parked on the side of the road for beach access.
202	Do not need less lanes as it is hazardous if there is a fire.
203	Do not trry to fix what is not broken. You will make it worse.
204	do not trust the agency will be transparent, why are we not lowering the speed limit and making turn lanes for crucial areas?
205	Do not want any lane closures or changes to 4 lanes - please consider roundabouts
206	do not want more traffic congestion
207	Do not want road down to one lane
208	Do not want to create additional traffic
209	Don’t want reduced speed/fewer lanes on 50
210	Don’t want things to end up worse because some engineers think it’s a good idea and manipulate the data
211	Don't think changes are needed
212	don't want the 4 lanes reduced to 2
213	Don't want to reduce lanes of traffic.
214	don't you people remember the fire evacuation???? how about just a normal weekend??? leave it alone!!!!!!
215	DOT has not listened to locals and has a terrible plan.
216	Doubt it will help; too much traffic. Also, entrance to Zephyr Heights is bad too.
217	down to one lane in each direction is crazy. I did evacuate during caldor, what a mess. I have been stuck 4 hours with 4 lanes. This would cause rad rage, people do stupid things.
218	Drive the speed limit, travel in the right lane and you will feel safe!
219	Driving comfort
220	Driving has become very stressful and it has never been as nerve racking as it is today!

221	Driving in a car on this stretch of road feels wildly unsafe in all seasons. I'd like to feel safe enough to bike it, but right now I don't even feel safe driving it in my car.
222	Due to disruption that it will create unnecessarily.
223	During summer and bad winter storms, having one lane has caused extreme traffic jams, it also caused a hug grid lock for hours. I have children that go to school at ZCES and GWHS and they have been stuck in traffic on the bus for hours trying to get home after school due to one lane reductions. The issue is and has always been DUI's. One lane is not going to stop that. I am in favor of putting in a center divide, like the one from Spooner down to Carson.
224	During the height of tourist season, US50 is frequently gridlocked or moving at a crawl as tourists are looking for parking spots or taking in the scenery. Reducing the opportunity for locals to pass the tourists is going to increase incidences of road rage. Additionally, creating situations where now 2 lanes of traffic need to merge into 1 is going to cause even more problems. The likelihood of increased speeding to pass others before the merge is also going to increase risk of accidents.
225	Ease of turning into or exiting Martin Dr. at Zephyr Point
226	Egress route diminished in case of emergency
227	Eliminating lanes reduces fire safety.
228	Emergency evacuation
229	Emergency evacuation
230	Emergency evacuation from wildfires will kill a lot of people if the road is reduced. We are in grave danger right now based on the recent history of wildfires locally and through CA and HI.
231	Emergency evacuation. Calder was terrible experience
232	Emergency evacuations
233	enforce speed limit is BEST way to increase safety. public transit is BEST way to reduce auto use, not bicycles or walking
234	Enforcement of the speed limit is the answer. One lane each way will greatly increase accidents as people try to get around slower moving vehicles. As was shown by the massive amount of traffic over Labor Day weekend, one lane is a ridiculous idea. Clearly a concept conceived by someone that does not live their day to day life in the affected area.
235	Enforcing the speed limit (and possibly reducing the limit if enforcement doesn't work) and eliminating side-of-the-road parking should ameliorate any safety concerns.
236	entrance onto 50 from Glenbrook is already dangerous. You have to accelerate quickly to avoid being hit
237	Entry into Zepher Point Conference sometimes is challenging.
238	Environmental impacts, construction delays, confusion of longtime locals
239	Escape route in case of fire in the basin
240	Evacuation and holidays
241	Evacuation and it's already busy with 4 lanes. If you want a bicycle lane, put up the money and build a separate lane.
242	Evacuation and medical response
243	Evacuation concerns
244	Evacuation congestion and current accident mitigation issues
245	Evacuation corridor - if we cut the lane capacity of 50 down to 1 lane each way, it will greatly slow or even stop a panicked populace (SLT, Stateline, east shore) from fleeing the fire safely.
246	evacuation corridor, emergency vehicles, consistent flow of traffic.
247	Evacuation during a disaster would be impacted.
248	Evacuation during disaster. I’ve been stuck trying to evacuate for over 3 hours. Calder fire.

249	Evacuation for fire, my main concern we are limited on routes out of the basement
250	Evacuation in emergency severely impacted
251	Evacuation risk with reduced lanes. Constant gridlock as we have already seen this Summer with construction jobs eliminating one lane. NDOT hasn't tried having NHP actually enforce the speed limits. You care nothing about our safety, this is all about using roadways to put in a cheap bike lane.
252	Evacuation safety
253	Evacuation!!! We need all 4 lanes for a safe evacuation route. Traffic already backs up horribly even with 4 lanes. Roundabouts would slow traffic but keep it moving. PLEASE DO NOT GO TO TWO LANES!!! You doom us to being stuck behind slow trucks, tourists etc. And leave us with no safe evacuation route. Please learn from Caldor & Lahaina. God rest their souls, those people had only 2 lanes to get out because they closed the 4 lane route!!
254	Evacuation,traffic backups,travel time,
255	Evacuations
256	Evacuations, Traffic Congestion
257	Every time those sections get close to one lane, the traffic is backed up for miles and miles. I need to get my kids to/from school and this is unacceptable.
258	Every time we reduce the highway in this area down to one lane we have huge backups at certain times of the day. If you are heading toward Stateline in the early evening in the summer backups add an additional 30 minutes. Afraid we will end up like Kings Beach. I work in Meyers two days a week and the round about now causes back ups all the way up on Echo coming into the Basin. I have to take a right out of my office and go around the round about. I can no longer make a left onto 50 on Fridays coming into town. On Fridays it takes me an additional 20 minutes to 30 minutes to get home in Stateline. I don't trust the new road configurations.
259	Everything in the messaging and this survey already seems committed to an outcome and like the selection biases is strongly in favor of getting a specific outcome. Does not seem impartial.
260	Everytime 50 is cut down to two lanes in any direction traffic backs up, especially during summer and winter tourist seasons.
261	Excessive traffic congestion similar to last week when Frontier reduced lanes at Kahle and really caused a traffic mess.
262	Existing laws are rarely enforced.
263	Expected weekend/holiday traffic delays
264	Extends time to implement a solution.
265	extreme traffic delays that will only benefit some bikers part of the year.
266	Extreme traffic congestion whenever a single lane is closed
267	Fact based decision making
268	Fearful of being in a deadly accident.
269	Feel 4 lanes needed in case of evacuation. Add traffic lights to slow traffic. Add a barrier like spooner to carson city.
270	Feeling safe driving and pulling off of and onto route 50
271	Fewer lanes not good for traffic flow
272	Fire danger
273	Fire evacuation, it was gridlock during Caldor fire evacuation, many people will die in their cars like in Maul if you reduce the traffic lanes for a Fire evacuation.
274	Fire evacuation, large traffic jams
275	Fire evacuation, rockslides have closed a lane in the past, snow and cars/semi trucks stuck and blocking a lane in snow, fire evacuation, fire evacuation, fire evacuation
276	Fire hazard reducing lanes is not smart, traffic is already terrible as it is so reducing lanes is a horrible idea.

277	Fire safety
278	First, I don't know the project details. Second, from what I've heard, the project consists of a lane reduction. If that's the case I can't think of a worse idea. Turning left out of the Glenbrook gate would be impossible in that case,
279	Following semi trucks and slow progress
280	For - to see safety benefits
281	For a demonstration project is good
282	For because of car safety, but primarily for bicycle access and safety. It is a huge, dangerous gap in our active transportation system.
283	For demonstration project. Let's see what the impacts are instead of speculating.
284	For demonstration to see if it works or not.
285	For emergency evacuation. With the recent forest fires and limited evacuation routes out of the Tahoe basin, you're making it a death trap. Holiday traffic is already causes significant congestion with current lanes. Reducing them will only make matters worst. While I understand the issue at Zephyr Heights and the curve at the entrance, you need to find a better solution than reducing lanes.
286	For emergency issues, not being able to turn east out of Glenbrook, and the East Shore waited for years to get 4 lanes. They should remain as they are. Extend a barrier as you have going up Spooner from Carson City.
287	For entering and exciting Zeyphr Pt. Conference grounds
288	FOR- Increased safety
289	For it if it improved the travel for the residents using it
290	For project - see if it improves safety and reduces speeds to an appropriate level
291	For project to test if it significantly slows traffic
292	For safer driving
293	For safety
294	For safety reasons I am in favor of it.
295	For the project - today the traffic, in genera, in the corridor between Glenbrook and South Lake is way too fast. It has changed over the 30 years I've lived in Glenbrook.
296	For the project to reduce the accidents at Rt 28 and Hwy 50 junction! So unsafe!
297	For the project. Safety should be the highest priority. People drive far too fast on that road.
298	For- to determine if projected results are correct, and to expose and address any unforeseen problems
299	For. Too many accidents for the status quo. People being hurt all the time. Road races and high speeds in unsafe manner. Let's try the engineering solutions.
300	For. That section of highway is currently way too dangerous.
301	For: Safety first. Most of the changes affect traffic INTO SLT and won't affect out going traffic. The cars parking on 50 near Zephyr Cove is a death waiting to happen....I don't want to wait, lets fix it now. Cars should be able to pull into and out of their neighborhoods safely as well.
302	For: current driving speeds of vehicles say too fast (need more policing), parking on sides limits vision, bicycles, limited current turn lanes.
303	For: hopefully will demonstrate safety to those who oppose.
304	For: improved safety for active transportation (i.e. biking)
305	For: Safety for residents who must enter and leave the highway. Something must be done to reduce speeds and give residents a safe turn lane and entry egress.
306	For-The number of crashes and SPEEDING!!!
307	From Spooner Summit to South Lake Tahoe to reduce it to one lane in each direction would not only be dangerous due to heavy truck traffic but the traffic congestion would be horrible.

308	From what I've heard and read, the mandated bi-modal element seems to be putting the cart before the horse, if you'll pardon the comparison.
309	further congestion resulting in more frustrated drivers.
310	Get on with doing something, or not. It’s do something time.
311	Getting in and out of zephyr cove needs critical attention. What about roundabouts like kings beach has???
312	Given the congestion already pevalent along that corridor and how it will increase in the future I strongly encourage you identify strategies to improve the traffic through that area versus reducing the truck and car access.
313	Glad first try was stopped, agree with Fire Dept guy that said some places and not conductive for bicycle use
314	going down to one lane each direction would create traffic problems during peak summer and holiday times
315	Going down to one lane will increase traffic. People living lake side will have a very difficult time turning left to exit their neighborhood onto 50
316	Going to cause gridlock
317	Going to one lane in each direction will cause traffic issues. Consider, signage that says "No Left Turn for the next X miles", and patrol and give tickets for all the speeders. There are a lot of them.
318	good to see if changes would make a difference.
319	good to try new things, especially that don't cost alot except for paint
320	Grave concern Re severe road congestion in an emergency or evacuation. Also if one of the lanes is obstructed by a stalled vehicle or crash.
321	Great inc onvience
322	Gridlock and evacuation plan risk
323	Gridlock and road rage.
324	Harder to get to destination if so limited
325	Have had no difficulty
326	Have heard of your plan. I consider your survey questions set to get a biased answer in favor of going ahead. Shame on you.
327	Have no idea of what you guys will do; probably make it worse.
328	Have not tried enforcement, improved signage, roundabouts, stop lights and have asked NDOT reps what mountain towns have tried a project like this and have been told they haven’t looked into that - aka we would be test subjects even if it has been tried somewhere else unsuccessfully.
329	Have you ever really driven in the business of the Summer or the winter? If so you would not want this change!!! Where you around this summer with the one lane which backed up cars for ever and made everyone late to work or appointments it does not work!!! Have you been here in the Winter when our huge amount of snow already takes up one of our lanes at times already it will not work with how many people come up here and how much snow we seem to get this is a crazy idea!!!
330	Having a 4 lane highway is critical for the flow of traffic in and out of Tahoe. Look at Hwy 50 on the California side that is two lane and the fiasco it commonly creates. Use safety’ barriers if you want to prevent head on collisions, slow down the traffic, but to eliminate lanes is mindless, especially for the gain of a bike lane that would be used five months of the year.
331	Having a demonstration period would put the reality of having a two lane highway in perspective before construction occurs - to see what the flow of traffic would be like and if it will, in fact, reduce traffic accidents.

332	Having driven on this road to work for 35 years, the only unsafe issues are the tourists and beach goers that park along the side of the road at ZC resort, with out any consideration of how unsafe it is and unfortunately with no follow up by law enforcement. The other unsafe issue is the not the number of lanes but the speed of the drivers. No one drives the speed limit and again, no enforcement. Finally four lanes are needed during snow storms when drivers stop in the lanes, snow blocks one of the lanes or there is an accident or a driver has car problems due to the snow. I have driven over Spooner Summit for 20 years for work in CC and never missed a day of work due to snow and was grateful to have two lanes available when cars got stuck in the snow or an accident occurred or the snow plow didn't plow the lane.
333	Having traffic build up like north lake.
334	Heavy traffic makes left turns very dangerous-i support turn lanes
335	heavy traffic to congested slowing the speed limit and 2 lanes if there is an emergency. do something about the beach traffic coming to Zephyr cove with cars waiting on 50 to get in the lot with traffic backed up both lanes past skyland this year. where were the cops and parking on the side of the road where no parking signs are. Ya you say you got that but this summer clearly said different.
336	Helps to quell the opposition
337	High traffic volume. Minimal actual usage of any type of pedestrian lane. Accidents will not be reduced, locations will be changed. Same amount of accidents just different locations. Major travel delays summer and winter months.
338	High volume of traffic would result in MASSIVE backups and delays behind slow and erratic drivers. Four lanes means you can pass people. Two lanes makes that impossible.
339	Highway 50 feeing South Lake Tahoe is a major highway with a lot of traffic. We need trucks to supply our groceries and other goods and we need to move traffic through our area. Fire Risk: we need as many lanes as possible if there is a fire evacuation. Kings Beach has proven to be a major traffic problem with reduced lanes and roundabouts
340	Highway 50 is dangerous. Some changes need to be made without making this major travel artery a bottleneck.
341	Highway 50 seems to be a race track for the traveling public - it needs safety improvements/speed reductions
342	Highway safety; expedicioius movement of traffic; logistics improvement
343	Highway speeds are far too high; nearly been in several crashes due to unsafe entry/exit of driveways.
344	Hope final outcome makes sense
345	How the plans change the current traffic flow. Absolutely Against minimizing lanes
346	Hwy 50 is fine the way it's now. We don't need a recreational bike lane on 50, we need it for Vehikel transportation and safe driving.
347	Hwy 50 MUST remain 4 lanes for evacuation scenarios. Safety can be easily achieved by simpler means such as increased patrolling for speed, additional traffic lights, etc. The CMP is nothing but NDOT
348	Hwy 50 needs to remain 4 lanes.
349	Hwy 50 needs to remain four lanes of travel. A cement center barrier would be an better fix.
350	Hwy 50 was two lanes back in the 50s and returning back to two lanes would be a safety issue for evacuation during a fire considering South Lake Tahoe would also be coming North to evacuate. orth

351	Hyway 50 is already too narrow for the amount of traffic. It was the main escape route for SLT to escape the Caldor fire and was a barely moving parking lot for many hours bumper to bumper with very distressed drivers. In the winter it is often reduced to one lane - not enough for delivery trucks and service vehicles. The route needs to be widened to proest and service the people who live here.s
352	I actually travel the Spooner to Zephyr Point corridor daily. Excessive speeds are very dangerous and most drivers seem to take part in the race. Even with the current posted 35mph through construction zones, drivers still do not slow down. Drivers actually going the speed limit are becoming a hazard to the speeders. Please...safety first! Also, speeding drivers rarely stay in their travel lane and the drifting is very hazardous! Thank you for moving ahead with this project.
353	I am 100% for a data based approach for convincing people that this is the right thing to do to improve safety
354	I am a bike rider and would like to see a better path of travel for pedestrians and bicyclists!
355	I am a proponent for anything that would reduce the speed at which vehicles travel on highway 50. This will save lives and encourage safer alternatives for commuters.
356	I am against a demonstration if it is only a fig leaf for covering a pre-determined outcome.
357	I am against any reduction in the number of lanes in this area. It is difficult to exit my neiborhood at either N. Martin or Lakevew as it is now. If cars stack up behind each other id will be virtually impossible to get out to go south. Also, having been a commuter to Carson for many years, I have been stuck in a single plowed lane behind inexperienced drivers going 10 miles an hours,, petrified to drive in the conditions, and cars behind for miles with no way to pass, so have seen what a reduction in lanes can result in
358	I am against as this reduction of lanes will greatly impact safety regarding fires, rains, etc.
359	I am against it because people would tailgate more and cause even more aggressive driving.
360	I am against reducing lanes because it is safer tge way it is.
361	I am against reducing the number of lanes. This will lead to traffic jams and problems that now plague areas like Kings Beach. And given the fire safety issues these days, this would present egress problems if an evacuation should be required.
362	I am against reducing to one lane. This will make it even more dangerous.
363	I am against the demonstration project because a) NDOT will not tell me what they are doing, when they are doing it, how long it is going to be run or where they plan on doing it. In addition, the last demonstration project was poorly designed and basically a bunch of junk. If you would like to talk to the residents and stop with the silly survey stuff we might be able to make some progress.
364	I am against the demonstration project because I do not trust the bureaucrats in charge to actually give us the correct data. You are trying to lower the lanes from 2 in each direction to one in each direction, which makes no sense to me. I am against this proposal on the service. In my opinion, you are trying to limit the traffic in the basin for some pie in the sky, ecowarrior, climate change nonsense and I am totally against that!
365	I am against the demonstration project if it is going to be 1 lane in each direction. The traffic volumes are going too large for just a single lane.
366	I am against the project because it will impact the environment, snow removal, cars entering and exiting highway, and traffic flow during busy periods which will impact my ability to commute to work and kids activities/school.
367	I am all for it!

368	I am all for safety changes additional patrolling with police activity additional lights to slow down traffic reduce speed, but I want the four lanes to remain the entire way.
369	I am all for safety.
370	I am an avid cyclist who uses this highway annually during our 100 mile bike ride with Team in Training. I have done the ride 11 times and love the changes that have been implemented around the lake since 2009.
371	I am appalled at how fast people drive in this corridor. And I am not an old fuddyduddy!
372	I am aware of the accident s that have happened along the highway and understand the dangers of driving in this winding road. I always drive in the right lane to avoid incoming traffic.
373	I am concerned about being able to evacuate the basin in the event of fires such as the Caldor Fire. The highway is not big enough as it is. Either widen the road to accommodate turn lanes or leave it as is.
374	I am concerned about traffic issues..
375	I am definitely for the project. I have a second home in Pinewild and getting in an out of the complex is always nerve wracking. I love to bike ride, but this stretch of highway with the speeding cars and narrow roadway does not lend itself to riding on the road.
376	I am for a demo project so we can see first hand if it effective.
377	I am for a demonstration project because I come in to Zephyr Point from the south, and 99% of the time I have to go north to Zephyr Cove and come back to Zephyr Point heading south so as not to have to be a sitting duck waiting to turn left into the driveway.
378	I am for a demonstration project for vehicle, bicycle, and pedestrian safety
379	I am for a demonstration project not only in this project but for all of NDOT's projects, where feasible. Pilot projects are increasingly common in cities, including in nearby Reno, because they are inexpensive and gather critical data. None of that data can ever be reflected in a transportation demand model or other modeling, especially since these models are never revisited years after they are used to justify changing or expanding the roadway for decades to come.
380	I am for a demonstration project so we can try to find better solutions rather than ignoring the possibility of improving a bad situation
381	I am for a demonstration project, but I worry that it will cause more congestion at the cost of safety
382	I am for a demonstration project. I also support trying the project for a long period of time.
383	I am FOR any improvement from the on slot of crashes and animal hit and runs
384	I am for any project that has the goal of ultimate safety, especially when my children, drive that corridor ever so frequently
385	I am for it because of the number of accidents.
386	I am for it to improve safety & save lives.
387	I am for it to see the data to see what best design options could be incorporated.
388	I am for it. Road safety for me and my family that travels to our home in Zephyr Cove is a priority to me.
389	I am for it. Safety is a huge concern.
390	I am for Safely turning from highway/road into properties
391	I am for the demonstration project to increase bicycle safety
392	I am for the demonstration trying to make a turn into our neighborhood is always challenging, with reduced speeds I also believe the sound of motorcycles and trucks will also be a great side benefit.
393	I am for the development of cycling infrastructure along this stretch of roadway.
394	I am for this demonstration project in order to determine the best measures to be implemented to improve traffic movement and safety.

395	I am for this project - As a full-time resident of the area, I've experienced the challenges and safety concerns along the U.S. 50 corridor firsthand. It's crucial for our community that we prioritize safety and expand transportation options.
396	I am for this project as it could improve my safety and the safety of others traveling this part of the highway. Entering and leaving Zephyr Point every day for works I do not feel safe as the highway curranty is.
397	I am for trying it because driving that section is frightening. I worry for myself snd family members whenever done I've drives that way. That's why I usudllyfet to Nevada from California over Luther pass.
398	I am for. We need to try things out, work out the kinks before we move to a larger scale.
399	I am fully in favor of the demonstration project.
400	I am in favor of reducing risk of car accidents and the volume of traffic.
401	I am in favor of safer roads but would want to see the impact on traffic.
402	I am in favor of safety but the traffic may become very problematic. I would like a dedicated bike lane though.
403	I am in favor of significant safety improvements such as reducing traffic to one way in each direction if it demonstrably improves traffic flow and safety. Speeding cars on an unfamiliar, winding road with many turnoffs that lack dedicated turning lanes. Parking along (and On!) potions of the highway near recreational areas.
404	I am interested in safety but at same time do not want to impact traffic, evacuation.
405	I am neutral.
406	I am not
407	I am not against a demonstration project
408	I am not against a demonstration project
409	I am not against a demonstration project, I just think the proposed ideas will not be effective.
410	I am not against any change but that is they way I am forced to answer the question. I am against the TRPA/NDOT plan due to emergency service and evacuation issues. There are other ways to improve safety like better traffic speed enforcement and alternative lane options which have been presented but not seriously considered by NDOT.
411	I am not against it but think we desperately need it please
412	I am not for or against, I would like more information.
413	I am ok with the demonstration, but this in no way should be the substitute for capital improvements (widening the road through the use of retaining walls and MSE walls to gain the needed road width for keeping the existing 2 lanes each way and adding room for a center turn lane and a dedicated bike path.
414	I am requesting that NDOT consider lowering highway speeds, as well as installing a dedicated turn lane & a flashing yellow light/pedestrian crossing specifically along the stretch of Highway 50 near the PineWild entrance (Lakeview Drive/Lakeshore Blvd X Highway 50) at Marla Bay. We have been warned about numerous serious accidents, & we have seen/experienced many near-miss accidents, at this location. Please do not wait for lives to be lost to take action.
415	I am worried about traffic backlogs blocking emergency response vehicles
416	I believe four lanes is safer than 2
417	I believe it is best to test proposals before implementation.
418	I believe safety is important not just for drivers, but also people who commute by bicycle. The best way to reduce motor vehicle accidents is to get people to use other forms of transit, like biking. But they will not commute by bicycle if they do not feel safe to do so. I believe a vocal minority should not tie your hands in this matter.
419	I believe that these areas should be patrolled more often and NO parking should be allowed on Hwy 50. I believe that no lane reductions are needed.

420	I believe the changes will worsen traffic conditions and also potentially negatively impact emergency access and egress in the area.
421	I believe the data that shows that reduced lanes and reduced speeds are safer. I also support other transit options through that corridor specifically safe biking options.
422	I believe the highway to be unsafe, especially at the Lakeridge housing community at Cedar Ridge Dr.
423	I believe the roadway needs to be widened, not narrowed, because of substantially increased traffic in the area.
424	I believe there are other ways to increase safety without making the changes proposed in the plan.
425	I believe there will be more highway accidents and deaths!
426	I believe this will cause more congestion although you say otherwise. Paternalism.
427	I belong to the non-profit Strong Towns, and firmly believe in their mission of making places more human centric, not car centric, which to me means safety and taking time to think about how things work before construction.
428	I bike through this corridor quite a bit and notice a lot of bad behaviors. High speeds, minimal shoulder/space to travel due to parked cars on the side of the road, dangerous passing maneuvers, passing around blind corners with no concern of oncoming traffic, etc.
429	I can't imagine what dropping down to two lanes would do. Traffic will move too slowly. Recently they closed one lane at Kahle Park and traffic was backed up past the Roundhill Safeway. We waited 25 min to get through it.
430	I commute from South Lake Tahoe to Carson City for work so I am for the demonstration project in hopes to feel safer during my commute.
431	I commute to work from Carson and the speed of the traffic terrifies me…especially during inclement weather.
432	I cycle from Glenbrook around the Lake, to the Y, out to Luther Pass etc serveral times during the summer and am always wary of bad driving habits.
433	I desire safer biking infrastructure.
434	I did answer the questions
435	I didn’t say I was against this. However it should not be constructed to bias data in favor of certain options.
436	I do not agree with having only one lane. That will cause frustration and risk having people pass very slow traffic in an unsafe manner. Two lanes have to be better than one.
437	I do not believe narrowing of Hwy 50 to single lane is helpful, and will be particularly slow during peak periods. I also believe bike lanes are not necessary.
438	I do not believe that reduction from two to one lane each way will solve the problem;it will greatly increase congestion. I would like to see the data and projections or guesses about increased commute times through the corridors if the current plans were implemented. With respect to transportation choices bicycles are not an alternative as they can only be used about 6 months/year given the amount of snow and inclement weather..
439	I do not believe the structure of the demostration. Sure you can improve safety by reducing efficiency and speed. You can reduce accidents to zero if you reduce the speed to zero. I do not believe you have explored the opportunity to widen the roadways at selected spots. Yes, TRPA hates coverage, but coverage can be mitigated by settlement basins and other engineering enhancements. It is clear that TRPA can be pursuaded when a giant parking lot at Round Hill, or a Beach Condo or a Stateline Event center is added to our environment.
440	I do not speed. too many do and speed enforcement is the best answer.

441	I do not think the road should be narrowed or limited in capacity in any way due to fire evacuations
442	I do not trust NDOT has the best interest of the residents/long-time visitors of the Tahoe Basin. They have not shown an ability to promote simple solutions, such as lowering the speed limits, but instead are pushing draconian changes that would reduce the quality of life for Tahoe Basin residents and owners.
443	I DO NOT TRUST NDOT. The proposed reconfiguration is dangerous in the extreme. Just look at the miles-long backups when even on lane is closed during the construction. I fear another Paradise episode. A much better alternative has been put forth by Janet Murphy, simply narrowing lanes and providing the needed turn lanes. We currently have virtually NO POLICE enforcement of speeding, and that is unforgivable.
444	I do not want my tax dollars spent on this activity when there are families struggling financially in our area and I think the money should be used on education, police, road repair, economic stimulus, etc first.
445	I do not want to slow down traffic or create congestions similar to the West and North shores.
446	I do t want to die on the road!!
447	I don’t believe it could produce I don’t believe such a project could produce scientifically validated data to justify a 13 mile project
448	I don’t believe sufficient modeling and simulation has been done to look at the consequences of a lane reduction. Things that need to be evaluated thru simulation: relative increase in minor accidents, delay times through each segment, impact to emergency response (if there are backups due to congestion with fewer lanes and paramedics can’t get through to help residents how many more deaths will there be?)
449	I don’t believe that sufficient options have been explored. In addition, many of the collisions are due to impaired drivers. Regardless of the configuration of a roadway, if an accident is caused by someone with an impairment, an alleged safety change likely won’t impact those types of events. NDOT has trouble keeping one lane open in snowy conditions, can’t imagine how things will go if there is only one lane in either direction.
450	I don’t foresee this being beneficial long term, if anything it will only make traffic and other issues worse
451	I don’t know anything about it
452	I don’t know enough about it
453	I don’t think it will provide safer condition, just traffic congestion.
454	I don’t think the answer is to limit the number of lanes. Most of the crashes, from my limited visibility sit at the 28 highway. Just add a stoplight there. I’ve driven this roadway in all conditions, including peak and iced over
455	I don’t understand the facts so can’t say either way.
456	I don’t want any changes to the road for cars, but adding a safer bike lane is my primary reason.
457	I don’t want it to be easier for people to come to Tahoe. It already gets too crowded. It should be more exclusive.
458	I don’t want it to end up creating traffic jams
459	I don’t want people to die on that road.
460	I don’t want to roadway to be wider and I do want the shoulder area to be increased because I prefer to travel by bicycle. I don’t care if the speed is decreased, but the roadway needs to be thinner to decrease speed.
461	I don't believe it would change driving habits. The only thing that would is more speed cops. There would be an increase of roadrage.

462	I don't believe that reducing lanes is the solution. It will simply aggravate drivers as they get stuck behind RVs, semis, etc. More speed patrols, automated ticketing, etc. Even another stoplight or two at the dangerous spots - glad to see Warrior Way is finally getting a stoplight!!
463	I dont believe there is a problem that needs to be fixed and teh cost and disruption of. atrial is unnecessary
464	I don't feel NDOT really understands the consequences they are about to create. Once they do this demonstration there is no doubt in my mind they will do what they want anyway. Once they take away the 4 lane hiway, they will never revisit this again.
465	I don't feel safe turning in and out of Zephyr Heights N. Martin Dr or Lakeview onto Hwy 50, especially in winter. I'd love to see the 1 lane, round about or traffic light at N Martin Dr
466	I don't know what changes are being proposed, therefore I don't know if I should be for or against.
467	I don't necessarily trust the process.
468	I don't see violators being punished.
469	I don't think a stoplight and restricting parking near zephyr cove is the correct answer.
470	I don't think camera lights are the answer except they generate revenue. I'm not sure what the answer is but maybe small speed bumps - lights?
471	I don't think there's a problem with the way it is now. I think other infrastructure updates/changes are more critical than this, like investing in underground electric wiring for the area.
472	I don't trust NDOT at all given how it has approached this project in the past -- and even including this biased survey. So I don't trust that a "demonstration project" would be anything except an excuse to ram this through.
473	I don't trust NDOT or TRPA. Stop lying. For you, this isn't about safety. It's about the damn bike lanes and reducing coverage. Admit that and we can have an honest discussion.
474	I dont understand ehat a demonstration project is.
475	I don't want me or my family to get injured or killed on this dangerous road. YOU have an opportunity to correct a VERY dangerous road. Please do so.
476	I don't want to see more die or get injured, so let's give it a go
477	I drive between Stateline and Glenbrook for work everyday and just seeing how the one lane closures for construction work is impacting traffic tells me all I need to know. The bigger problem is traffic backing up onto the highway at Zephyr Cove and all the people parking illegally on the street.
478	I drive the speed limit and stay in the right lane so I feel safe. Need NHP show up and let people know that speed will be enforced and to hand out parking tickets.
479	I drive this road every day to take my kids to school, for groceries and other essential services. I am very much against any lane reductions.
480	I fear for my life everytime I make a left turn into Marla Bay coming from the Post Office
481	I feel incredibly vulnerable turning onto the highway, or coming off of it, for that matter. The area from Zephyr Cove Resort to Round Hill is treated as a race track by a lot of the vehicles on it.
482	I feel it is extremely irresponsible to limit outgoing lanes of traffic. Also, I see frustration when people have two lanes of travel and backups, reducing to one travel lane will exacerbate these frustrations.
483	I feel it is safe now
484	I feel it will make our community more dangerous
485	I feel it will ultimately make travel less safe for cyclists, pedestrians and motorists.

486	I feel law enforcement, or LACK of it, plus speed limits are the primary issue!! Not the road configuration itself. We've been fine for decades! We need more police presence, higher fines, towing, lower speed limits
487	I feel so unsafe in that stretch of road. We only stay in the right lane.
488	I feel that driving Hwy 50 between Round Hill Pines and SR 28 is taking your life into your hands. Very dangerous! Especially if you're trying to make a left turn. I'm sure there are many possible answers, but at the Barry least, a center turn lane should run the entire way
489	I feel that it will impact the area with more traffic to the point that I will not be able to cross the road to travel to Carson City. Instead of changing the road, why don't you add more state troopers to the area? I never see them patrolling.
490	I feel that lowering the speed limit and enforcing it is the only way to go. I do not want the roads narrowed
491	I feel that reducing the amount of open lanes in the above described area will cause more accidents due to impatient drivers and increased congestion. The best solution may be the placement of "jersey" type walls separating the directions of travel. Much like what was done on the Spooner summit to Carson side.
492	I feel that reducing the lanes in this corridor might slow down traffic, but will create a huge bottleneck as it will decrease the lanes by 50%. Access to enter or exit 50 from our neighborhood at Cave Rock is dangerous now. I fear that with the lane reduction, we will never be able to safely enter or exit our driveway into Cave Rock
493	I feel this will be a mess . We have a higher concentration of visitors on this side of the lake and need the lanes for traffic . It will become like HWY 28 and this side of the lake cannot have that kind of backup … they say they will eliminate side of road parking bit that will never happen - there isn't anyone to enforce this HUGE PROBLEM of people parking on the side of the road …. This needs to be addressed …. Also bike pay no road tax why would we make things worse for drivers and better for bikers ? The road bikers don't even use the bike paths already there, they still rode on the highway …
494	I find Hwy 50 between Spooner and Zepher Cove to be Safe and Efficient. I'm against reducing it to two lanes.
495	I find the turn at the schools and library to be scary.
496	I had heard that the idea was to make single lanes....coming out of Glenbrook to go to Carson would be a loooonnnnggg wait!
497	I hate Road Diets. They cause traffic nightmares.
498	I hate the fact that i can't bike from Round Hill to Zephyr Cove without risking life & limb. It's where my public library and schools are, currently can't get there via bus OR bike. Would love (prefer actually) a dirt trail parallel to the highway if that makes more sense traffic-wise.
499	I have a home at Zephyr cove
500	I have always felt safe traveling on this stretch of the highway. I love the east shore compared to the west shore due to the fact that we have a 4 lane highway. I am understanding that there will be a possibility that the highway will have a 2 lane component and I think that this would create a traffic nightmare, especially in and around the zephyr cove and round hill area. I have heard rumors of a light being installed near the fire station at zephyr cove and I think that is a wonderful idea.
501	I have been in near miss accidents many times , turning in to Pinewild/Marla Bay
502	I have driven this area for over 50 years. Speeds are higher, there is more traffic, and many do not know not to criss on double yellow. Scary!
503	I have know many people who have had accidents in these areas through the years, one just recently where an oncoming car flipped and rolled over hers. Something lije the J-barriers would help.

504	I have lived here my whole life and remember how hard we fought to make the road four lanes with half the traffic we have now. There is no way the amount of cars on the road today would not cause long traffic delays during peek traffic times. Additionally evacuation concerns for fire and public safety are a huge concern.
505	I have lived in Skyland for 39 years. How many of your team member have spent any time here? Other than 8-5 and no holidays.
506	I have lived in the area for 56 years and 4 lanes are crutial for traffic flow especially after all of the people who have moved into the area. You should consider putting in a center lane with 2 lanes on each side.
507	I have lived in this area for over 10 years. The basic issue is that cars coming off of the Summit travel 50-60 miles per hour until they hit Cave Rock. The very simple solution is to regulate this stretch to 45mph max with $100 tickets begin with for anyone traveling 50mph or over, for residents and visitors to NV. We are not California where they do not enforce laws or regulations. Before we spend massive amounts of money, please try to lower the speed limit from the summit south and ENFORCE the speed limit. If it takes Lombardo or the legislature or Douglas County to make this change then do it. Douglas county could make tons of money by eforcing the speed limit with patrol cars first then camaras second. Please forward my comments to Gov. Lombardo so he knows and understands the feelings and preference of the people who put him in office.
508	I have seen how negatively these types of initiatives and road projects negatively affect safety, traffic, etc. With regard to bikers, they in particular do not follow rules of the road and do not require licenses and are never ticketed. Moreover, this is a main thoroughfare and pedestrians generally do not belong on it. These actions put both the drivers, bikers and pedestriansin danger.
509	I have some serious safety concerns about the route, with cyclists on the roadway, no divider or turn lanes between directions of travel, and some very poorly placed roads into/out of neighborhoods and driveways along that stretch of highway
510	I have to leave Zephyr Heights and my only options are one of 2 blind turns. I feel highly unsafe trying to enter or exit Highway 50 at these locations. I would like to see traffic slow down, gain a center turn lane and a multi use path.
511	I have to make a left turn at Hwy. 28 onto Hwy. 50. I hate it! Speeds on 50 are out if control and NEVER monitored. I NEVER see NHP pull over tourists, JUST the poor working man!. I hate it! Was scared when my children and now grandchildren
512	I have traveled this route from Reno to Zephyr Heights/Marla Bay for 40 years during all seasons and know that anytime there is a problem with one lane in either direction it causes gridlock for miles. I am concerned that emergency vehicles will be slowed if a major event occurs and I feel less safe on the road or at my home if the road is only one lane .
513	I have trouble getting in and out of my home due to traffic during peak, periods of tourism, and during periods of bad weather. Anything that would improve that would help me out.
514	I have witnessed a considerable amount of accidents and even death
515	I have witnessed several accidents along this stretch of Hwy 50, so safety is a concern, but I am also concerned that a some mitigation measures might result in more congestion in this area.
516	I just would like to see more of the proposal
517	I know for a fact that taking two lanes down to one lane will not work.

518	I know what a backup that any lane reduction causes already and this isn't an improvement in mobility. We don't get home mail delivery and that alone forces hundreds of daily trips that could be eliminated. A 35 mph speed limit should be implemented from the state line to Zephyr Cove but since the current speed limits aren't enforced what chance would that have? I've lived in Zephyr Heights since 1976, go to the Stateline Post Office almost every day, and I haven't seen 5 cars pulled over yet the average speed on that strip is close to 60.
519	I like that the designs incorporate more/safer bike lanes and hope they are kept and not taken out because of NIMBY pressure. Is there a way to introduce public transportation? I also work at Dorla Court, and often bike to work, and the Casino corridor to kahle drive segment is extremely unsafe. There was a great opportunity to incorporate better biking lanes during the build of the events center. The "sidewalks" from lake parkway to kingsburry grade are in terrible shape and on the southern side there aren't even any sidewalks. That needs to change. I'd also like to add that when designing bike lanes, it would be great if we can incorporate physical buffers to make it safer.
520	I like the idea of a trial, however I fear that a "temporary demonstration" is likely to become permenant against the will of opposing voices. We also saw the impact of reduced lanes during the recent work near Kingsbury - it was not good.
521	I live at Zephyr Point and I have run to HWY 50 numerous times to try to help crash victims before emergency vehicles have time to respond
522	I live at Zephyr Point Presbyterian Conference Center and am tired of hearing car crashes that lead to injuries - and sometimes death.
523	I live here and worry about evacuations.
524	I live in abject fear of being killed everytime I turn out of Zephyr Heights onto 50 or into Zephyr Heights. Both turns are very blind corners and traffic speeds by. Please please please make it safe. Lights and a center turn lane. Additionally I want to be able to safely walk to Zéphyr Cove Beach and Round Hill Beach year round. There is no way to walk there now. The shared use path will reduce traffic on the road.
525	I live in Glenbrook where the only ingress and egress is US 50. In the event of a fire or other disaster, shutting down a lane on 50 will hinder the ability of residents ability to escape and will cause needless deaths - possibly mine! Don't do it!
526	I live in Lakeridge. During high travel volume it is already difficult to turn left ot zephy Cove. This would make it impossible without a light or two turn lanes for ingress and egress.
527	I live in Pinewild, between Zephyr Cove and Round Hill. It is NOT SAFE to enter or exit our property. There are terrible accidents in front of our entrance on a regular basis. People drive way too fast and do not observe the speed limits. We need dedicated turn lanes!
528	I live in Skyland, adjacent to the ZC Marina and am worried of the impact during peak driving times - the southbound traffic already backs up past Skyland when it is busy out there
529	I live in South Lake Tahoe. Restricting the flow of traffic as suggested would cause traffic backup will into the California side.
530	I live right on HYW 50, especially in the summer there are several accidents that could have been avoide
531	I love cycling

532	I need more information on the demo project. However, as someone who drives highway 50 from round hill to Carson city 4 days a week for work I would be concerned if it had anything to do with limiting the number of lanes there already are on the road. As someone who does not have to opportunity to work from home I am often faced with the traffic during the height of tourism seasons and the snow season. In my opinion the testing alone will only make things worse
533	I need to see how well it works first. Will it cause severe congestion?
534	I remember US 50 before it was widened to 4 lanes and the traffic was aweful when there were only 2 lanes
535	I ride my bike to work on Hwy 50 and feel very unsafe on the road. I am also aware of the facts that traffic lane reduction increases safety without increasing traffic congestion.
536	I see no issue with the current status. You would create very long lines of traffic like the north shore which is unacceptable.
537	I stay at zephyr point a couple of times a year. The turn in to and out of the center is treacherous
538	I support demostration projects because something needs to be done!
539	I support the project! Make cycling safer!
540	I support the proposal of a demonstration project, so long as it does not result in a roundabout on the highway.
541	I think a demonstration time would help determine the pros and cons of making changes
542	I think a proposed single lane isn't feasible.
543	I think a trial demonstration could provide good info
544	I think enforcement of speed limits, and not parking on the side of the road would increase safety.
545	I think HWY 50 needs to be accessible to more than just vehicular traffic. I drive, run, and ride my bike on this roadway every week and no one follows the rules of the road nor the speed limit.
546	I think it will increase congestion (both daily and during a wildfire evacuation) with little gain in safety. I would prefer more police to help enforce the speed limit and catch drunk drivers instead.
547	I think it will show the huge issue we have with reduced lanes, but feel you will test it during a slow period in town to maximize your position.
548	I think it would cause more issues with snow removal, emergency vehicles, and, in the case of an evacuation cause major gridlock.
549	I think it would create a huge back up of traffic issue.
550	I think it’s good to try options but it would need to be well-tested on high impact days eg summer weekends. Safety is important but also the locals need to be able to make it to work etc in a timely manner.
551	I think it’s important to know the goals. If it’s simply for safety, that is one goal but one must also consider commute time safety in an evacuation situation safety when there is a crash commute times you name it it all needs to be
552	I think it's worth a shot, so that we can see the actual impact before making an important decision.
553	I think no parking along US 50 should be clearly marked and ENFORCED! I think current speed limits along US 50 should be ENFORCED by police officers, not cameras. The word will get out quickly, and then drivers will drive at approptiate speeds.
554	I think reduced speed limits in specific arears and enforcement would be better than reduced lanes.
555	I think stoplights and slower speeds in curves would be better.

556	I think that eliminating one lane of auto travel only makes a bad situation worse. I certainly agree we need to slow down cars and make the road safer and the way to do that is to install a center lane in those areas where large numbers of homes are. (e.g. Cave Rock, Lakeside, Hidden Woods, Zephyr Heights) Then you can safely turn left into a community and also have acceleration and decelaration lanes. Yes, it costs more, but it is the right way to do it. Eliminating one lane of automobile travel only exacerbates the problem and causes a host of other serious problems.
557	I think the project could be useful if put in the high traffic, areas for turn lanes onto the highway, or right turn lanes into subdivisions with housing.
558	I think the reduction of lanes will create back ups, driver anger and therefore more crashes and injuries. Why not build a bike & pedestrian lane?
559	I think the roadway should be made safer for cyclists.
560	I think there is no downside to a demonstration project. We can always undo it if it doesn't work, and NDOT will get valuable information to incorporate into any future project.
561	I think we need 4 lanes and an overhead bike path, but no one is proposing that.
562	I think with narrowing of lanes it will cause drivers to speed around others much like highway 50
563	I travel that road often and have been doing so for over 50 years. I believe the answer is reducing the speed limit, no highway parking, and no bicycles.
564	I travel the path one to two times per week. I am a little concerned about traffic possibly being too slow on this one lane road but... I am scared of head-on collisions on the curves because many travel very fast on the curves.
565	I travel this roadway daily, winter is my biggest concern. If people travel at the current speed limit it is fine, we have people using excessive speeds causing the accidents. Send more patrols to slow down the people.
566	I travel to ZC 4x per week. A Tahoe resident for 47 years. To reduce to one lane will probably be a nightmare but willing to experiment with your proposed demonstration. It seems most accidents occur due to speeding and snow.
567	i travel to Zephyr Point twice a year and am for improvements for getting in and out of the property.
568	I try to drive the speed limit to these areas and 90% of the traffic at hast to pass me, and most of them are going way too fast.
569	I used to live near Cave Rock and turning into the street to my house was a nightmare.
570	I wan to keep 4 lanes/ 2 each way on Hwy. 50 in South Lake Tahoe
571	I want a slower speed limit. I am terrified of driving at the high speeds. I feel like we need to lower the speed limit to 30 from stateline to thr elementary school, I don't really see the benefit of reducing the lanes.
572	I want bike lanes!
573	I want the area to be more bike friendly. We need alternative means of transportation and reconfiguring the road will open more safe passage for bicycles.
574	I want the road to be safer, particularly for cyclists.
575	I want to improve safety for cyclists by widening shoulders and reducing vehicle speeds
576	I want to know if it's a good idea and if it works
577	I want to know more and make the roadway safer for vehicles, bikes, and peds
578	I want to make sure that two lanes in each direction are preserved.
579	I want to see other safety methods tried first like more traffic lights and increased patrolling.
580	I want to see the overall AFFECTVENESS.
581	I want to slow down traffic and make alternatives to private automobiles more attractive.
582	I was helping with evacuations during the Caldor fire and if there were reduced lanes on 50 between Stateline and Dpppner it would have been a disaster.

583	I was the recipient of a red light runner in which my vehicle was totalled. I haved also seen and been affected by numerous traffic collisions in this area.
584	I will not support reducing the number of lanes.
585	I worked for welcomes towing and have personally seen the crashes and issues caused by the dangerous curves in the road.
586	I would be for a demonstration project to see if it actually made the road safer but still pleasant to be on.
587	I would like all drivers to be safer and slow down, a demonstration is a good way to test out a part of the plan.
588	I would like the demonstration project to include increased, bicycle safety, and I don't believe that it does.
589	I would like to make sure safe bicycle reconfigurations are implemented.
590	I would like to road bike and run/walk along the road but stopped decade ago due to unsafe conditions. Pulling out or stopping is extremely scary/dangerous. Unnecessarily so. Better road design, shoulder improvements and effective enforcement of should parking needed. I dont want my family or anyone else to get killed. The area is unsafe with the narrow lanes, high speeds, no shoulder for bikes, and unmanaged parking on the shoulder/not shoulder with Zephy Cove park overflow visitors.
591	I would like to see a detailed plan with points that would create a go/no go for the project.
592	I would like to see improved safety
593	I would like to see speeds come down and feel safer turning in and our of my neighborhood.
594	I would like to see the data for the location, timing, and causes of the crashes being discussed. To me it seems that the conditions in the 3 critical areas are very different.D
595	I would love to feel safe riding my bike on the 50.
596	I would need to see the plan before I can form an opinion. "Demonstration project" is vague. For example, I would favor a left turn lane into Cave Rock Estates, but not at the cost of a travel lane.
597	I would use a bike to get to and from north shore to south shore much more frequently if I didn't feel I had to risk my life to do so.
598	I would want the safety improvements to be accompanied by improved bike access as well as not meaningfully increasing traffic/congestion
599	I wouldn't want to be stuck in traffic on a regular basis.
600	I'd be for making it safe to turn into my street, Lakeside Cove Road, going north on Hwy 50 coming from Stateline
601	I'd like more details of what might be going on
602	I'd like to see data that includes periods of high traffic, such as Celebrity Golf and ski season for example.
603	I'd like to see the safety data gathered from the demonstration project. There a ton of accidents in this area and it desperately needs attention.
604	I'd love to feel like it was safe to bike around the lake! We live in Auburn and would like more safe biking opportunities when we visit.
605	I'm "for" the project, for cycling and pedestrian access and safety
606	I'm a cyclist and 50 is NOT safe to ride a bicycle. Making changes to 50 should make it safer for me. Speeding vehicles on 50 make it very unsafe for everyone.
607	I'm afraid it will be done during shoulder season and won't give realistic results during peak travel.
608	I'm against cutting 4 lanes to 2 lanes. That would create nightmare traffic.

609	I'm against it due to more traffic. Our roads already cannot support the vehicle congestion that happens and implementing any changes to this stretch of road will only worsen this further.
610	I'm all for safety and not concerned about traffic
611	I'm for a demonstration project. My primary reason is the safety of my family and neighbors trying to enter and exit our community .
612	I'm for a demonstration because something needs to happen here. I've Seen multiple crashes on this stretch of highway myself. It's Right lane only, left is not worth it for me.
613	I'm for improvement that possibly effect locals and visitors.
614	I'm for it, to feel safer driving that area. People are too fast and reckless and there are too many blind spots. My first priority is a signal light at 28 and 50
615	I'm in favor of it because residents would be able to put the modified roadway designs to the test to see if they are actually effective in practice, not just in theory! NDOT would then have the benefit of this info to tweak the roadway modifications as needed.
616	I'm not
617	I'm not against it
618	I'm not against it. I would like to try before implementing.
619	I'm not.
620	I'm undecided, but I do think turning North from my Exit at Zephyr Cove subdivision is very dangerous!
621	I'm very worried about traffic, becoming impossible, particularly when there is a rock slide, an accident, or snow, or ice plus snow clearance vehicles.
622	I'm willing to try it
623	I'm worry about fires and evacuations. If anything we need more lanes
624	I've been driving the Hwy for 40-years without issue. Lane reductions will create traffic issues and frustrations.
625	I've lived here over 40 years , From Safeway (Round Hill) to Kingsbury it took 15 min to get through!! The week before it took 45 mins from Zephr Cove to Kingsbury!! CRAZY ! The left turn lane into the Pines is Good. This DIET has caused so much Traffic it's Stupid !! The light at Warrior Way is enough !!
626	I've seen good ideas and bad ideas for things like "road diets". The details are important. Let's get them right.
627	I've seen so many crashes over the years. Safety should be the highest priority.
628	I've seen too many people die in front of my house and many many more accidents! I keep a trauma box at our driveway for the next accident!
629	I'd like information on what the reconfiguration actually entails, especially as it affects my commute
630	I'd like this to be completed in my lifetime.
631	If any of what you're talking about means going down to a single lane on 50, that is insanity, and I'll never support it. Adding traffic lights, more visible crosswalks, or signage about cars entering 50 on blind turns I am absolutely in favor of. Reducing to a single lane increases traffic, and encourages people to try riskier maneuvers to get into flowing traffic. I will fight against bringing 50 down to a single lane tooth and nail. 28 and 89 are nightmares.

632	If anyone who is involved in the project has driven on these roads, it would be obvious how much worse 1 lane will be. Tourists driving slowly to look at the lake or in the winter because of snow won't be passable. That alone will cause a huge increase in traffic. Data being used to justify this project cites a large number of crashes this year already, failing to mention it was one of the biggest snow years in the last 50 years. Anytime there is a crash, a boulder, weather, biking event, it's a busy weekend, anything, the roads will not be drivable. It's crazy to think that people will use these stretches of road to bike to work.
633	If done, I think it needs to be done at peak travel period in July to see how it performs during the heaviest usage of the corridor.
634	If involves lane reduction I think a terrible idea for multiple reasons.
635	If it ain't broke, don't fix it
636	If it improves safety I'm all for it.
637	If it increases the time to travel not in favor . If we make a change it should help make the travel time shorter not longer !
638	If it makes it safer I think it's a good idea
639	If it makes the road safer I'm for it.
640	If it's necessary to make progress towards safer infrastructure, I'm for it. (But it does seem like there are enough studies and safety data out there to make reasonable assumptions re: the effects of proposed changes without doing a study of our own…)
641	If its reduced to one lane in various areas the traffic is going to bottleneck. It doesnt seem dangerous to me as it is.
642	If not done appropriately
643	If speed and impairment are among the main factors causing accidents, the best way to curb speeding/impairment is police patrols and police presence. Make US50 in this area a speed trap.
644	If the construction period for the demonstration project is extensive as a result there could be more congestion. Construction may temporarily reduce the speeds of drivers however, it should be prioritized that the construction period does not lag, especially during peak seasons. Additionally, if the demonstration project fails besides the cost associated, would another demonstration be implemented or would a final design be considered?
645	If the demonstration was created with temporary cones and not new stripping, it might be a consideration, BUT anything more permanent than cones would be unacceptable.
646	If the road changes will create more accidents double to the fac people will be going around other slow cars and more likely to Cas a accident
647	If there was a stronger police presence and ticketing there would be less speeding. It would help make it safer and create revenue.
648	If this project were to happen, not only would I never be able to get out of my neighborhood as the traffic during peak seasons already causes me to wait up to 20 minutes to make a safe left turn, but it would add so much traffic that the commute would be so bad I might actually have to move. This is not ok and this project makes absolutely no sense for the locals who have lived here all of our lives.
649	if you "miss the mark" for example worry only about traffic and not pedestrians
650	If you change hwy 50 from 4 lanes to 2 lanes you're an idiot
651	If you want to out in round abouts to slow traffic great. But reducing lanes will be a disaster and not reduce accidents. Safety to leave in an emergency would be greatly reduced with lane reduction. I have seen when lanes a reduced for a short period and the traffic jam is horrible. Happened last week and it took 1 hour to go 5 miles.

652	Ii is a waste of time and tax payer funds, all you have to do is video the traffic daily ,and on weekends, any fool can see fore lanes are absolutely necessary. There are no reasons to cut down the number of lanes, just for a bike lane, that is what this is all about. Only 1/2% of the residents and visitors bike around this area. The Forest Servic had more than enough property to provide for bike trails away from traffic.e
653	I'm 100% for demonstration projects.
654	I'm a cyclist who regularly uses that stretch of road to connect Spooner lake to Tunnel Creek, and Carson City to Reno via Lake Tahoe. I've had many close calls on that road that were truly dangerous.
655	I'm all for it we have to slow people down anyway we can, this road is very dangerous, too many speeders and reckless drivers, I drive it daily just like I have for 45 years, it is out of control, I see speddders at least 10 times a day, and and leastonce or twice a week i see extreml
656	Im for finding a safer alternative to the current situation
657	I'm for it if the NDOT considers public input of those who actually reside in this area and not consider input from tourists who don't drive this road daily
658	I'm for it so that critical research can occur to save lives and reduce accidents on our roadways.
659	Im for it. We live here and the traffic goes way too fast for safety! I vote for 2 lanes total plus a bike lane and an emergency lane
660	I'm good with round-about at top of hill near Spooner, but rest of changes will slow traffic and, I think, cause more problems than they'll solve. We also don't want to create an environmental issue of cars sitting in roadway spewing smog (like they do going to Incline). Safety certainly an issue through Zephyr but other options would preserve flow. keep exhaust down, and hopefully increase safety.
661	I'm in favor but would welcome a bike lane on Hwy 50 in both directions for safety.
662	I'm in favor of it due to the speed reduction and curbside parking elimination at Zephyr Cove Resort.
663	I'm in favor of making the corridor safer so I'm in favor of whatever procedures are necessary for that.
664	I'm in favor of the improvements due to the hazardous nature of the current configuration. Turning into and put of both my home street and my work location is extremely dangerous.
665	I'm neutral
666	I'm neutral until I see the demo project details. I'm very opposed to the previous demonstration proposal to reduce 50 to two lanes.
667	I'm NOT
668	Im not against a demonstration project
669	I'm not against it, but I want a safe evacuation plan that expands traffic to 4 lanes if we need to get out
670	I'm not an idiot. There is no way reducing lanes will decrease accidents. Just the opposite will happen. Twice in the last month 50 was decreased to one lane. Once due to the President 's visit and once due to work in front of the old Lakeside resort. Traffic was virtually at a standstill. Sure there are fewer accidents when traffic is not moving. But what if there was a fire evacuation? NDOT will be responsible for all the resulting deaths.
671	I'm not especially concerned about this area, so I don't feel it is that good a use of the limited budget for NV.
672	I'm not worried about a demonstration project, would want to make sure we take in account increased traffic - potentially adding public transportation, especially to deal with the congestion caused by people parking on the side of the road at Zephyr Cove

673	I'm terrified to make a left hand turn from 50 to Marla bay entrance, terrified to exit fro Marla bay to 50, and it is impossible to ride a frickin bike on 50 anywhere near Zephyr cove
674	I'm torn. I think that safety improvements are much-needed throughout the corridor and think it would be great if multi-modal options were incorporated into the corridor. I'm also very away of wildfire risks and do not want to exacerbate evacuation risks in the event of an emergency.
675	im worried the demonstration will cause traffic backups
676	IMHO, the road is safe enough. Sure, it could be slowed down a bit but narrowing the lanes is a terrible idea. What happens when there is a fire or evacuation? The traffic is heavy enough that narrowing or eliminating lanes would make it much worse.
677	Impact on the already fragile environment
678	Impact on traffic and local residents
679	Impact to commute and heavy traffic.
680	Impossible to express informed opinion without detailed information on the proposed project
681	Improve safety
682	Improve safety and traffic flow
683	Improve saftey
684	Improved access for bicycles
685	Improved pedestrian and bike access through the corridor
686	Improved safety
687	Improved safety and roadway speed limits
688	Improving public safety should always be a priority in the design of public thoroughfares.
689	Improving safety along the corridor requires the following: 1. Greatly increased speeding enforcement from Kahle to Cave Rock, 2. Add traffic lights where turn lanes cannot be accommodated without reducing the roadway from 4 lanes, 3. Hwy 50 must remain a 4 lane emergency evacuation route to avoid the situations that occurred in Maui and Paradise, CA
690	Improving safety is important, particularly getting in and out of Glenbrook.
691	In general, I don't see how a road diet in an increasingly congested area helps and a small sample is insufficient. This Hwy corridor needs to be widened to provide more opportunity for travel and engineering solutions. Bicycles should not be taking a lane in this area. Purchasing additional right-of-way, relocating residents and moving a mountainside are all unappealing options but it is the reality in an area of increasing usage and travel.
692	In my opinion a Demonstration Project would cause traffic confusion and travel safety concerns. Enforce NO roadside parking at Zephyr Cove
693	In my opinion, I think drivers will still drive fast and accidents will still happen
694	Increase in traffic
695	Increase in traffic, difficulty turning left onto Highway, inability to evacuate in timely manner
696	INCREASE SAFETY, REDUCE CRASHES
697	Increased congestion makes for stupid driving. Safety is needed.
698	Increased traffic
699	Increased traffic and slower speeds
700	Increased traffic backups
701	Increased traffic congestion and impacts to slowing roadways. Winter conditions are already poorly maintained and travel is difficult. This may make travel even slower.
702	Increased traffic delays
703	Increased traffic during demonstration

704	Increased traffic, problems evacuating if there is a fire
705	Increased wait times and traffic which impact school and work life.
706	Increasing safety, including for cyclists and walkers.
707	Ingress/egress during potential emergency evacuation
708	Interested in safer bikeways
709	Inviting more bicyclist to use highway 50 for recreation. On numerous occasions aions have had them in a lane riding side by side with NO regards to traffic or traffic laws.They are arrogant, rude and for a group that contributes NOTHING in taxes or fees to maintain these roads the act entitled. You want them on the road make them register and insure their bicycles if they want to run highways in Nevada the same as you do recreational vehicles, period. If a quad or side by side needs to be registered and pay fees to DMV to run on unmaintained roads in the desert why do they have the “privilege to ride our state highways with no contribution to maintain them. Reducing lanes to accommodate bicycles on a HIGHWAY is ludicrous wi
710	Is the reconfiguration a roundabout? If so I like those
711	it does not address the major dangers as noted below.
712	It feels like those in charge want to create traffic backups by dropping a lane in each direction
713	It has already been tried with the construction work by Skyland and Zephyr Cove.
714	It has become extremely difficult to enter and exit Hwy 50 safely. Many horrific accidents above us on the curve near conference grounds. Something MUST change!
715	It has worked well for me for the past 40+ years. Why change?
716	It is a collassal waste of money and time. It would be better to get a designated driver bus to take people home instead of reconfiguring an interstate highway. My guess is alcohol - either from the casinos, or drinking at the beach is the actual culprit here, not the roadway.
717	it is a good idea to gather more data before investing in permanent changes that will be expensive and disruptive while being installed
718	It is a proven dangerous route
719	It is a smart idea to "try before you buy"
720	It is a waste of time and resources. Every time they close one lane on Hwy 50, its results in massive traffic backups most especially on weekends . If there was ever a fire and there was a need for evacuation, one lane would be a death trap.
721	It is absolutely critical that safety improvements be made in these 3 highly dangerous areas. I personally know 6 residents involved in injury crashes in these exact places, plus have been involved in or witnessed 1000s of near-misses.
722	it is all NDOT propaganda by NDOT bureaucrats none who live on east shore of Tahoe
723	It is clear already what happens when lane restrictions are imposed. Gridlock
724	It is clear that the DOT has a bias towards lane reduction. I'm not against access and egress improvements but lane reduction should be the last alternative, not the first. NDOT also hasn't evaluated the access and egress issues that the lane reduction will create. Based on my discussions with project personnel, I believe NDOT will cherry pick the demonstration data to try to move forward with their current plan.
725	It is difficult now on exiting with 4 lanes, it would make it impossible in the high season. I believe reducing the speed limit to a maximum of 35 mph and enforcing tht speed is what ia nessecary. presently traffic is moving between 50 and 70 mph making it very difficult exitingour property.
726	It is extremely dangerous leaving our neighbourhood and rentering. I say a prayer every time I have to make a left coming from Spooner onto N.Martin. Winter is especially dangerous because of snow piling limiting the view both left and right. The speed people travel has escalated creating more risk. It would be nice if traffic south bound to stateline would be forced to stay in the right lane for entering traffic.

727	It is extremely unsafe to turn left into Zephyr Point from Highway 50.
728	It is fine the way it is now.
729	It is fine the way it is. Changing is a waste of money and resources
730	It is important not to exchange one problem for another and changing the roadway could have unwanted adverse effects.
731	It is not a commitment and will prove if it works or not.
732	It is safer and better for commuters to keep the roadway 4 lanes wide and include center turn lanes wherever possible!
733	It is super dangerous trying to turn left into Zephyr Heights, I always have to keep one eye on my mirror to see if someone didn't see my left turn signal, so I can keep going if they can't stop
734	It is the major outlet for the Tahoe Basin. Should we be evacuated again, this would be a major problem
735	it is the only way to find the best solution
736	It isn't needed and just more government waste of money and resources.
737	It makes absolutely NO sense to narrow Hwy 50, for purposes of fire evacuation, and to reduce speeds, placing high speeds vehicles closer together and adding bicycles, which is TOTAL insanity on this stretch of roadway.
738	It makes no sense to reduce the lanes when there are so many trucks using the Hwy.
739	It may controversial, but it's not rocket science. Dividing the road, especially from Spooner to Glenbrook, would bring its safety profile down t acceptable limi ts.
740	It proposes lane reductions.
741	It should be safe in emergency situations
742	It was demonstrated earlier this year when there was accidents at Spooner and traffic was backed up for 5 MI all the way to cave Rock from Spooner then another time there was an accident and traffic was backed up and traffic was backed up to stateline when road construction happens and it's down to one lane traffic is backed up for miles also
743	It will be another example of Highway 28. I have seen many accidents and people being run over because of the congestion and bottleneck conditions
744	It will become gridlock without evacuation egress.
745	it will become substantially more congested and leave room for more error especially during the winter months. it’s more reasonable to put up stop lights and warning signs up. even put up some form of permanent median with turn lanes.
746	It will cause congestion to the point of making the area unlivable.
747	It will cause more accidents, slow down traffic and make commuting impossible. I travel this every day and it is imperative for me to continue to live in this area that NDOT NOT make these changes
748	It will cause significant traffic backup.
749	It will cause traffic congestion, making the trip to Carson City or Stateline significantly longer. Additionally many demonstration projects have a record of becoming permanent.
750	It will create a massive bottleneck and impede emergency vehicle response
751	it will create a traffic congestion nightmare. Far too many cars to be served by 1 lane in each direction. Making the speed limit zero would have safety improvements, but destroy the usability, just like reducing the lanes to two.
752	It will create congestion
753	It will hamper full time residents traffic flow. Traffic will be worse on the weekends
754	It will help demonstrate the effects of reconfiguration and provide data in place of wild speculation.

755	It will increase congestion especially at the interrsection of Highway 50 and Zephyr Cove. Cars entering Zephyt block westbound 50 as the collection of parking fees is so slow. This iimpacts both the right and left lanes causing a backup all the way to Skyland during the summer. If you want to fix something why not start with this? also the fact that most of the accidents involve impared drivers and speeding why not increase the enforcement of existing laws?
756	it will make problems worse
757	It will make traffic extremely bad and harder to live their daily.
758	It will not make it safer, but probably less safe. And the congestion it will cause will be horrendous
759	It will not work. Traffic will speed up on both sides of project. Making it more dangerous. Lines of cars, one lane, will make turning's onto 50 impossible.
760	It won't demonstrate anything; NDOT can rig the "findings " to anything they want..
761	It would be a big disruption to traffic & would congest the roads even further.
762	It would be extremely impactful if the law enforcement actually followed what is clearly already in place. All along the road there are No Parking signs or you will be towed. If cars would start to me removed as it says I would hope people would stop parking on the 50. Is there the possibility of creating more parking near the Zephyr Cove Beach? I believe also more stop lights in the area will help slow the traffic down some.
763	It would be good to have safer left hand turns, safer space for bicycles, as well as safety to prevent head on collisions.
764	It would be great to improve safety along the corridor.
765	It would be incredible if Tahoe as a whole could move away from prioritizing accommodating cars / being centered on a 'highway' and work to mitigate car traffic, speeding, and other safety issues in favor of more complete streets for bikers, public transit, and pedestrians to enjoy and connect all the way around the lake.
766	It would create safety issues regarding fire evacuation and generally muck up travel in this area.
767	It would help build knowledgeable public support.
768	It would increase my daily travel time to and from work immensely. Tourists already slow my commute down at times and this would make it way worse. I think road rage will increase and more people would cross lines to pass. Also during bad weather it would be horrible to drive in one lane. I think it would make it harder for the snow plus too.
769	It would slow traffic down
770	It's a terrible decision and puts all the local residents at a major safety risk. If a natural disaster (fire) happens it will cause substantial deaths due to poor evacuation routes.if an accident happens and closes lanes it'll cause emergency vehicles to be stuck and cause potential deaths and slow potential life saving care. It's not in the best interest of the community.
771	It's a very small time period of study.
772	it's a waste of my taxpayer dollars we need stoplights middle lanes patrol bikes should stay off the highway they cause issues .Ok on in cases of special events
773	It's a waste of time. Reduced lanes historically don't work. Ned's evidence? Just look at Inline Village, Reno or Southern Ca. It does not work.
774	It's an excellent way to test safety and traffic flow.
775	It's crazy to think that reducing 4 lanes to 2 (with a center turn lane) will do anything but cause massive gridlock!
776	It's dangerous to pull in and out of our residential neighborhood.
777	It's fine now

778	It’s fine the way it is. I believe there would be more accidents if they change it and slow it down to one lane people are going to pass anyways, it should be left the way that it is it’s only going to cause further delays and backed up traffic. I’ve been a local here for over 35 years
779	It’s getting way out of hand with speeders and tourist
780	It’s important to consider traffic innovations that make driving safer.
781	It’s not clear what you want to try. These questions allow you to say people said do something - that something you try (lane reduction perhaps- but you are not asking this directly.
782	It’s not permanent if it doesn’t help
783	It’s obvious that 2 lanes with a center turn lane is NOT the answer. That’s been shown time and time again with public events (half marathon or bicycle events) when one lane was blocked off and if caused miles of stalled traffic.
784	It’s our only route to get out of here in case of emergency as we had with the fire.
785	It’s too dangerous to reduce lanes in case of a fire
786	It’s worth trying before implementing a permanent change.
787	It's a slippery slope guaranteed to become permanent.
788	It's a demonstration project. What's the big deal? Why not try it and see?
789	It's a train wreck now, anything to make it safer would be better.
790	Its already too slow. Making things safer means more commute time because all you will do is slow down traffic even worse.
791	Its not necessary to improve safety. We need to enforce speed limits, put in more traffic lights at turning lanes cant be added. reducing lanes is not the solution and will only create serious problems in event of evacuation like we had during the fires.
792	It's pretty obvious that DOT has already decided what they want, and will try to selectively produce data obtained from such a project to support their desire. I don't trust that a reasoned and objective result will occur.
793	It's the SPEED, not the roadway configuration. Lower the speed limit to 35 between 207 and cave rock. Perfect
794	It's worth a try
795	I've been involved in Complete Streets projects in Hawaii and supported the building of the East Shore Trail. As a cyclist and local, I'm all for road safety!
796	I've experienced your trials and they snarl traffic and make entering/exiting the road hazardous. Please don't "reimagine" anything. I was personally almost struck trying to enter the highway and witnessed several other drivers in similar situations. I know you address this on your FAQ, but all your defenses show that you know the problems you're causing, even as you try to explain them away. Please don't mess up our roads.
797	I've heard plans to reduce this to one lane each direction, which is insane. I'd like to see a demo project with a better approach than that.
798	I've lived here over 40 years and appreciate all the positive changes and growth but also see an extreme need for traffic control and safety.
799	I've lived in Skyland for 38 years. Your animation doesn't depict the actual level of traffic/noise we see on the road every day. There is just too much traffic, and narrowing the road down will only create even higher congestion. Noise also needs to be considered more carefully.
800	I've lived in tourist areas all over the country and have found through experience many of the changes made actually make daily life more difficult when better enforcement of basic safe driver laws would do a better job. IE using turn signals, keeping slow drivers out of the left lane, enforcement of speed laws in town to make pedestrian crossings safer, using roundabouts to decrease the number of left turns that have to cross multiple lanes of traffic.
801	Just enforce speed limit! No one drives the speed limit or under.

802	Just because we that live here believe that it's our tourists who cause most of the problem and when they leave the Lake is ours again.
803	Just control the illegal parking in these areas. Why are locals having to change because tourist can't follow the rules?
804	Just do it!
805	just enforce the speed limit
806	Just need more info.
807	just put a round about at 26 and spooner - no other changes are required
808	Just want to see specific changes.
809	Just would like more info - maybe it is out there already, but wonder if more marketing or publicity is needed?
810	keep highway 50 four lanes, increase speed patrolling and add some traffic signals
811	Lack of details.
812	lack of information
813	Lack of information about it.
814	Lack of specific info on what you are really planning to do. Is there a hidden agenda?
815	Lane closires casue massive back ups, justasr week on labor day Frontier lane closure at Kahle screwed stiff up
816	Lane reduction during winter is threatening
817	Lane reduction would dramatically reduce safety and accessibility for residents.
818	Lane reduction would increase congestion and poses a serious public safety issue for basin evacuation and for emergency response along highway 50
819	Lane reductions will block traffic flow for regular travelers and especially visitors during peak season(s). It's just a bad idea overall.
820	Lane reductions will result in increased congestion and delay.
821	Lane restrictions cause traffic backups. Lane restrictions concentrate the density of the traffic which makes it less safe.
822	Lane restrictions will only create traffic jams and piss people off. A more sophisticated and expensive solution is needed. See below.
823	Large amounts of congestion in and around these areas. This could cause others to be more aggressive than to slow down.
824	leaning "against" due to the time and money that would be involved, leading to a result of little to no benefit. aka, waste of taxpayer funds.
825	Leave it alone!
826	Left hand turn lanes are super unsafe. Speeds are too high and there is no separate pedestrian or bike lane.
827	Left hand turn lanes or a center turn lane is something I think would greatly improve the safety of permanent residents who have to take a risk of being rear ended daily turning on to the road to our properties
828	Left turn into Zephyr Point is scary
829	Legacy and recent evidence across the world show that lane reduction for almost any reason increases accidents and tied up traffic during times of emergencies such as evacuations.
830	Length of time it takes to get done. More traffic in smaller area.
831	Less accidents
832	Less fatalities, more bicycle friendly if possible
833	less lanes is not the answer
834	Less lanes will create permanent gridlock and more pollution from cars idling along the road slowly. Spooner to stateline should be 35mph with enforcement. Anytime there's been a lane reduction there's a massive backup. This is demonstrably clear despite your traffic studies.
835	Less lanes will do nothing. Lowering the speed limit won't help either.

836	Let’s find out
837	Let's see if it helps
838	like 2 lanes
839	Like California with Legislative approval we would be able to put Cameras that record a drivers speed and ticket those that speed.
840	Like taxes, demonstration projects don’t seem to go away. People adapt to whatever obstacle is presented whether it is good or bad.
841	Limit or decrease incidence of accidents.
842	Limited traffic flow. Reduced evacuation routes. More road rage. More congestion during peak hours. More congestion during snow storms.
843	Limiting the number of lanes
844	Limiting traffic even more through the area would be a horrible idea....we are already gridlock when there are spinouts from snow, accidents, and during evacuations.
845	Limiting travel to one lane in either direction will be an unsafe disaster.
846	Literally you have it down to one lane now and the amount of traffic to get into south lake is insane. It’s not safe. Add a turn around circle or a few but to reduce it to one lane is the worst idea ever and we will literally move
847	Live here
848	Living enhancement.
849	Long time resident. Traffic patterns have changed dramatically with more reckless drivers
850	Longtime resident;travel daily; difficult to get out on highway currently; only exit road in emergency; too many cars; need to limit visitors &/or vehicles in basin; why is the tourist’s experience more important than those of us who live here & work in the community? The bike trail could be easily located above Hwy 50–there is already a trail there; we can hardly get onto the Hwy now and do not need to have the added safety factor of bicycles on the trail; enforce the speed limit! Control the drugs & alcohol at ZC beach—DO NOT ALLOW TOURISTS TO PARK ALONG HIGHWAY. If you are really concerned about safety—monitor and enforce the rules already in place. The tourist has become more important than the full time residents. It is insulting to have “consultants” who have never lived here and driven the Hwy daily to be imposing such ridiculous solutions that will only magnify current problems. TOO MANY TOURISTS! PLEASE LISTEN TO THE VOICE OF REASON & the residents who have served this community.
851	Look at how one lane closures are effecting traffic right now, multiply that accross 3 demenstration areas and it will be a mess. Current laws need to be enforced NOW to help solve the problem!! Enforce the NO PARKING areas around Round Hill Pines and Zephyr Cove. That is the biggest hazard. GOT THOSE CARS OFF THE HIGHWAY!!!! NO to one lane traffic!!!!!
852	Lowered response time and no GOOD EXIT in case of a fire such as Caldor. Traffic is extremely heavy with 4 lanes. It will be impossible with 2 lanes and certainly not safer!
853	Lowering the speed limit and having more law enforcement would solve the issue
854	Lowering travel lanes to two lanes vs four. We have seen the negative effects from lowering to single lane due to construction projects and the traffic is backed up for hours daily.
855	main cause of accidents is driving impairment and your proposed changes does nothing to prevent impairment
856	Maintain the 2 lane in each direction configuration. Do the extra expense and work to widen the existing rout for turn lane accommodation
857	Maintaining adequate roadway capacity especially during times of high traffic with many tourist vehicles like rv's and campers, snowy conditions/snow removal operations and emergency evacuation needs like the 2021 Caldor Fire evacuation.

858	Major artery for the south shore of Tahoe. We need to keep it 4 lanes, period.
859	Major traffic backups and potential deadly situation should we have an evacuation situation again.
860	Major traffic congestion throughout the region has come from reducing lanes. Between the locals and checked out tourists, I think this will a disaster and I think this will result in more accidents.
861	Make it safer.
862	Make progress. The light at Warrior Way is just a start.
863	Make the road safer.
864	Make the roadway safer
865	Making a left turn out of Glenbrook is death defying. People come down the hill 70 mph- you think you are clear to turn left and you aren't because of speeding vehicles.
866	Making a single lane road will bring the traffic to a standstill and will take hours to get from spooner to south lake.
867	Making it safer for mountain bikers, bike riders and walkers/pedestrians
868	Making the left turn into the Zephyr Point Conference is always a challenge. If that could be improved, I would be all for it.
869	making travel congested and increasing travel times to Carson City/ Reno
870	Management of visitor traffic and emergency exit if require for safety
871	Many accidents are due to speeding especially on icy roads because there is NO CHAIN CONTROL! Limit to 1 lane will cause accidents due to the resulting slower traffic and drivers passing unsafely.
872	many drivers are extremely reckless and without regard for other driver's safety
873	Many drivers are morons
874	Marginal benefit high cost and inconvenience.
875	Maui, Paradise, Caldor, your smugness that your ill conceived plan for fire evacuation is that ONLY?? 35% of reduction is an acceptable reduction to our fire evacuation safety corridor from 4 to 3-2 ??. To me, and many of the RESIDENTS (Your one stakeholder) Is not acceptable. Its like your asking us to travel on an airliner that, in the name of safety, the level of safety remains even though you've reduced it by 35% by removing one pilot ? You also ignore the innate SAFTEY hazards of continual snow fall, like 2022. I do not think you have imagined 2 lanes SUDDENLY being narrowed to 1 ½ ? Thanks to God it was 2 lanes! Waste of my tax dollar. I resent your attempt to lead us down the yes ladder. You already have your cherry picked data wrt the re-configuring the roadway with potential to move to the next step. And the next step to make it permanent. After all, you have not, like your fire evacuation plan, detailed how you're going to reverse the Demonstration Reconfiguration IF the NDOT BOD approves your scheme.?
876	Mitigation of safety hazards due to increased usage and excessive speed.
877	More congestion
878	More data is always good
879	More enforcement of existing parking and driving rules would be more effective.
880	More information required
881	More statistical data would support a reconfiguration
882	More traffic
883	More traffic congestion
884	More woke stuff from the governmental left. I thought Nevada elected a sane governor???
885	Most drivers exceed the current speed limit by a significant amount
886	Most of the crashes involve drinking. That's so sad. But, this proposal causes traffic delays and headaches becausecpeopl drink and drive.
887	Move the bikes off the roadway and configure a center median and turn lanes

888	Must retain current 4 lanes of Hwy 50 to aid in future evacuation. Best way to decrease accidents (since most are cause by speeding & drunk drivers) is to lower speed limit and hire patrol officers to enforce. A lower speed limit and additional highway patrol officers will cost a lot less than the millions of dollars needed to reconfigure the highway.
889	My belief is reducing lanes will negatively impact local neighborhoods and will not improve safety . It seems roundabouts at key locations could better accomplish both safety and reduce speed and would be a more affordable fix to the issue.
890	My dear friend was killed on this stretch of road a couple years ago and a father of 4 from just down the street was killed in the EXACT same spot a year later. I now understand many accidents and deaths have occurred here and NDOT has known about the problem for many years without taking action. People die so that others don't have to deal with just the slightest inconvenience. Shameful!
891	My dog was hit and died last summer just north of the high school where they are installing the signal light.
892	My family and I use this roadway daily. I have been stuck in stand still accidents due to fatal accidents too often. It needs to be safer.
893	My home is in Marla Bay. It is difficult at best to turn right from Lakeshore onto Highway 50. The benefit of having two lanes going each way on Highway 50 is that cars going South can move to the left lane to let cars turning onto Highway 50 onto teh road. If there is only one lane going South, there will be a constant stream of cars, making it even more difficult to turn right. It may be a little easier to turn left due to the proposed middle lane, but people turn left much, much less than they turn right.
894	My safety and my family and friends safety.
895	n/a
896	N/a
897	n/a
898	N/A
899	n/a
900	n/a
901	n/a
902	N/A
903	NA
904	NA
905	NA
906	NA
907	Na
908	NA
909	Narrowing a roadway is in my opinion far more dangerous in my experience.
910	Narrowing Hwy 50 to single lanes is a mistake. It will only cause more accidents, gridlock and harm to our environment, Adding a few traffic lights from Spooner Pass to Roundhill will better manage the traffic problems and the existing shoulder space can be used to create a designated bike lane.
911	Narrowing the corridor from 4 lanes will cause traffic backups and hinder safety during any evacuations, as a super majority of the area residents have told you continually since this cray idea was first introduced!!!
912	Narrowing the lanes along this stretch of road could slow traffic to a crawl anytime of day. In a fire or snow emergency, the plans could prove deadly. On a good day, it would seriously inconvenience people. On a bad day, the consequences are far worse. There are other ways to slow down traffic.
913	Narrowing to 2 lanes in places will not help safety

914	Narrowing to one lane will not slow anyone down in terms of speed unless there is significant traffic, and it will cause greatly increased congestion and traffic in the area. The extra parking and new entrances for that along this stretch is what's needed, not closing down an entire lane.
915	NDOT and NHP need to try other things first, like installing more speed limit signs that show speed, rumble strips to get attention about speeds, and ENFORCING the speed and parking rules.
916	NDOT has created this project and will not let it go regardless of the lack of need for it. The project manager does not live in the Tahoe Basin and probably has a bonus attached to completing this project. There is an obvious agenda driving this change (bike path) that should be called a path to nowhere because the east shore has no facilities to accommodate bikers in remote areas.
917	NDOT has only one plan, which has been repeatedly and overwhelmingly opposed by residents. Just one month ago, residents and business owners, and the Douglas County board of commissioners exoriated NDOT's plan and proposed "experiment." And that abandoned the experiment, or so it seemed, and now comes back, trying to rally support for the exact same idea. The mountain news newspaper's longtime columnist recently gave thanks that the "nitwits" at NDOT had finally given up. Yet here you are again. The plan is wrong for many reasons. First, it would devastatingly slow down traffic. We know this, just from recent road construction that closed down one lane for a short distance. It led to back ups of longer than a mile we have people commuting to and from Carson City on a daily basis. We have workers in Carson City who come here and would have to fight long traffic delays. It is wrong wrong wrong.
918	NDOT is creating danger in the community and shows a complete lack of understanding of the area. We MUST keep a 4 lane evacuation route. especially with weather and wildfires. We need access for emergency vehicles to get in and out of communities, especially in bad weather. and the traffic will b absolutely horrible. This is a danger and putting peoples lives in danger for a stupid bike path! The community WILL fight this with all means necessary.
919	NDOT is reconfiguring Spooner Summit bring even more traffic into the Tahoe Basin while at the same time eliminating two lanes of traffic. This makes no sense.
920	NDOT is so convinced that narrowing the roadway should happen that it isn't sufficiently analyzing the downsides (for instance, traffic gridlock).
921	NDOT lied to all of us and this is a sham project to try to grab money. They should be stopped and arrested for fraud to make an example.
922	NDOT management does not live in the Nevada/ Tahoe area, they appear to work for the TRPA. NDOT refuses to listen to the tax paying residents that live here. They seem quite focused on doing what ever the California people on the the TRPA want !!
923	NDOT needs to prioritize safety over speed
924	NDOT needs to try less onerous methods first such as more traffic signals and speed patrolling
925	NDOT takes forever to get small things done
926	Ndot will do whatever regardless of public opinion
927	NDOT's focus should be on moving the largest volume of traffic as quickly and safely as possible. Forcing drivers to slow down by artificially generating traffic via a road diet is a ham-fisted solution to increasing safety. Focus of infrastructure improvements instead.
928	NDOT's plans often don't go according to plan.
929	NDOT's woke agenda
930	Need a safer intersection at 50 & 28
931	Need additional information on what traffic handling changes are being considered (turn lanes, medians, etc)
932	Need more bikes and pedestrians and fewer cars

933	Need more detailed information on how this would happen.
934	Need more details of location and types of options
935	Need more information
936	Need more information on the specific proposal.
937	Need more information.
938	Need safer road
939	Need some Safety upgrade. Don't need to chock jdown in traffic. Need all four lanes
940	Need speed control - not Lane reductions
941	Need the current traffic lanes. Any decrease would make traffic especially in emergencies or bad weather less safe
942	Need to deal with illegal parking, legal parking, and jaywalking before any reconfigurations should be considered.
943	Need to get bicycles off the road. They are impossible to see and around blind curves bicycles surprise tourists who then swerve across yellow line or into other lane.
944	Need to keep all 4 lanes.
945	Need to know what the demonstration project is purported to be before opining
946	Need to see how it could affect my commute
947	Need to stop all the accidents.
948	Need to try other methods that do not involve lane reduction first such as patrolling for speed (currently nonexistent) and traffic signals
949	Need transit and bicycle access throughout this corridor. HWY-50 is so unsafe as it is that I am open to any change to slow down vehicular speeds, expand shoulder and protect bicyclists.
950	Negatively impact other routes of travel, the road would nearly unusable on weekends and holidays. Backing up of traffic
951	Neutral
952	neutral
953	Neutral. This has been a family road of mine since. Keep it safe.
954	Never know until you try
955	No charge is needed speed is the issue
956	No comment
957	No enforcement of speed limits, especially in Cave Rock area. Dangerous for pedestrians even in crosswalks.
958	No evacuation plan. No listed time frame… how long will it last? If you schedule it for this Fall, what about major holidays, summer traffic, snow pikes in one the lanes????
959	No lane configuration is needed. Speed is the issue. This area needs to be patrolled more heavily. Reduce the speeds. Reduce the problem. Don't mess with the lanes. You will only make it so much worse. Patrol it more heavily to reduce speeds.
960	No loss of lanes.
961	No Objection
962	No one is addressing the extreme danger of allowing bicycles through this corridor!!! I am against changes that allow bicyclists to continue riding in the middle of the rightmost lane.
963	no one obeys the speed limit. Enforcement is next to zero. something has to be done.
964	No particular reason
965	No problem with the demonstration project.
966	No reason
967	None
968	None
969	None
970	None
971	None

972	none
973	none
974	None
975	none as long as it dos not reduce lanes
976	None, I think the opportunity to try it before implementing it is wonderful!
977	Not against
978	Not against
979	Not against "any" change - just against YOUR change.
980	Not against it
981	not against it, we need more cops.
982	Not against just want it fixed
983	Not against per say
984	Not against the demonstration project. I'm against the one lane at 35 MPH. It triples the time to travel through. As a local I frequent that corridor. Perhaps enforcement of the speed limit should increase. It's rarely inforced now.
985	Not against this.
986	Not enough info
987	Not enough info. Also, is there really that big of a problem, and could it be solved through better speed enforcement, education, taking away parking that encroaches on the roadway near the beaches, etc. reducing to 1 lane seems ludicrous, traffic causing nightmare and dangerous during heavy snow and evacuation periods.
988	Not enough information has been provided.
989	Not enough information shared about the scope of the project. No consideration of alternative solutions such as enhanced law enforcement. Lack of transparency by NDOT.
990	Not for lane reductions. Hwy 50 is an evacuation route and a major thoroughfare, needs more lanes, not less.
991	not for or against it. looking for more information.
992	Not in favor of congestion introduced through road diets. The roadways need to retain the capacity to move traffic at safe speeds for the conditions.
993	Not necessary
994	Not needed
995	Not needed, better enforcement of current speed limits
996	Not sure
997	Not viable for traffic to be limited to one lane
998	Not wanting to spend tax payer money on this.
999	Number of crashes I've seen, and unsafe driving behavior I've seen regularly. Avid biker, that would never ride on this road, but would like a bike lane to do so.
1000	Number of lanes isn't the problem. Speeders need to be ticketed. Also the lane reduction will be very dangerous in an evacuation
1001	Obviously some change is needed due to increased traffic, commuting, increased holiday/summer visitors to the area.
1002	Old age
1003	Once in place, might not revert back to the original which I feel is perfectly adequate now. I think this corridor would become more dangerous if it were only 2 lane.

1004	Once we let experimentation, there is no return. Safety with 1st Responders in a y situation is paramount. This is political with those who are transient cyclists and their organized associations. We residents who are there live tragedies with speeders, illegal parking, one way in and out of many living areas, snow plow vehicles with limited access to plow with new barriers erected, irreverent visitors who get away with so many traffic violation (elite attitudes for only themselves), etc. We need CONSTANT EASY fire and police ACCESS!! Cyclists find selfishly for their hobby. Residents find safety and security to be paramount for their lives! No reduction from 4 to 2 lanes. We're not to be shoved to the side and be trampled just because you want to ride your bikes. Can't cycle in snow but we'll be in danger of reduced lanes to navigate our vehicles and snowplow machines. No! No! No! Our lives and First Responders need 4 lanes!!!!
1005	One lane ANYWHERE on highway 50 is going to increase traffic waits tremendously
1006	One lane each way is dangerous especially when snowing
1007	One lane each way is not enough for all the cars/tourists on the road nowadays. Too many cars during the good weather & too many inexperienced tourists during the winter that don't know how to drive in the snow!
1008	One lane in each direction is going to result in a constant stream of traffic making it nearly impossible to enter the roadway and make left turns. It is difficult already. A better solution would be strick enforcement of a 35 mph speed limit.
1009	one lane is a joke
1010	One lane slows traffic Turn lane helps prevent stopped cars in travel lane. We need to provide for pedestrian and bike traffic
1011	One lane traffic on Hwy 50 could end up in gridlock.
1012	Ongoing years of countless car crashes in front of Pinewild and Marla Bay due to no turn lane
1013	Only change I see beneficial is citing of speed tickets, signals and some left turn lanes! Period. Evacuations need 4 lanes and First Responders need and demand 4 lanes!
1014	Opposed to restricting this vital evacuation route and impairing acess by emergency vehicles which negatively impacts public safety
1015	Other options should be considered to change driver behavior in these areas including enforcement
1016	Our roads are completely gridlocked during the summer
1017	our summer traffic is already too much. Adding to it by closing lanes is not the answer. Please observe the afternoon closures by Utility work around Kahle Drive, just as school is letting out. Instant backup.
1018	Parking should not be allowed on highway 50 no matter the configuration
1019	Pedestrians and cyclists combined with cars & trucks moving at high speeds makes this stretch dangerous for everyone using it
1020	Pedestrians, cyclists, high speeds & heavy traffic make this a very dangerous stretch of roadway
1021	People already can't seem to drive along the corridor, and so by reducing it to one lane in each direction, it would dramatically increasing travel times. I don't think we need a different roadway configuration, I think we need more enforcement for when people are bumper to bumper in no parking zones, or decide to take a left hand turn on a blind corner. As it is, all the bad behaviour and irresponsible driving is encouraged since no one is ticketed or towed
1022	People are dying
1023	people are dying and something must be done NOW. that is why I am in favor. We shouldnt put human lives behind a few people's opinions of road design, particularly when the opposition are not roadway experts.
1024	People die in this section of 50 every year and multiple times a year. It terrifies me since people are always speeding here, especially in the winter.

1025	People drink and drive regardless of line configuration. Maybe have alcohol check points instead of spending money to change lanes.
1026	People drive to fast on 50. Mostly CA plates
1027	People drive too fast and don't pay attention.
1028	People drive way too fast in that area
1029	People keep getting killed. We need to make it safer
1030	People living in homes along the affected areas of 50 could die in a forest fire because they were unable to flee to safety.
1031	Personal experience and regular travel through the corridor have impressed on me the dangerous nature of the corridor; hidden drives drives especially make travel in the corridor dangerous.
1032	Pissing away money with no return
1033	please see comments below.
1034	Poorly designed studies lead to justification for poor decisions. This project is being pushed by people that are more interested in tourism than safety.
1035	Possible improvement
1036	Possible Negative effects on Lake Tahoe residents.
1037	possible slow traffic due to lane reduction
1038	Possible tax increases
1039	Potential increase in delays and congestion plus unnessisary expense and construction disruption.
1040	Practicality, NDOT's lack of willingness to listen to the local community. Reducing the number of lanes will only create more problems. What is needed us more highway patrol. number
1041	Present configuration is unsafe and needs safety improvements
1042	Preserve evacuation route in case of fire or other emergency.
1043	Prevent frequent fatal head on collisions
1044	Pro demonstration to confirm if proposed changes will benefit travelers before committing to spending the time and money
1045	Problem with safety is driver impairment. Fix the problem, don't create more.
1046	Projects done by govt agencies are usually unnecessary, over budget, and not actually good for the people it's impacting.
1047	Proof of concept
1048	Proposed changes WILL make the road more dangerous on numerous levels. Evacuations will be hampered with proposed changes. Bikers will seldom use the bike lanes. Bike lanes are stupid because the tgey disregard the logic of…tge needs of the many out weigh the needs of a few. Inconvenience thousands of drivers for a hundred bikers? Really, is this what we want to do with our money?
1049	Protecting the local drivers
1050	Public safety
1051	Pulling out onto hwy 50 can be very dangerous.
1052	put a cement road divider in place-this is ridiculous to continue to bottleneck evacuation or emergency efforts
1053	Put a signal in at the old Sammy's bar and grill. No parking. On the beach side of hwy. Dots down or strip before intersections
1054	quality of life degradation. Evacuation from emergency affect.
1055	Questionaires shouldn't make requirements like this
1056	Questions were weird. Opens the door to more invasive actions.
1057	Quit trying to mess with something that doesn't need your attention. I'm sick of liberal's trying to impose their crap on us!
1058	Reason for, less speeding and crashes. Reason against, stand-still traffic and no visibility of turning lanes in snow conditions.

1059	Recent construction projects reducing road to one lane have caused significant traffic jams and delays.
1060	Recent roadworks have indicated the problems associated with reducing traffic lanes on this corridor from 4-2
1061	Reconfiguring Highway 50 to one lane would be dangerous. Two lanes is much safer for vehicles entering the highway from driveways and intersections because it gives vehicles already traveling on Highway 50 room to go around merging vehicles. Also, it would cause road rage. We need more law enforcement to ticket speeding vehicles, and it could provide significant ticket revenue.
1062	Reconfiguring will cause more road rage and safety issues
1063	Reduce crashes and congestion.
1064	Reduce danger!
1065	Reduce injuries and death.
1066	Reduce number of lanes and turned into bike lanes
1067	Reduce speed limit and ENFORCE it. I drive thé speed limit or 5 miles over. Everyone passes me or rides my bumper. Dangerous speeds. Rude drivers.
1068	Reduced accidents as the result of road safety improvements.
1069	Reduced lanes is a step backwards in time. Increases traffic risk and hurts all business. The few bikers that would use it do not nearly offset tge adverse effects of increased traffic congestion and god forbid there is a fire that results in evacuation. Please leave CA in CA. God bless NV and it's embracing free enterprise and an increase in our standard of living.
1070	Reducing causualties on this stretch.
1071	Reducing down to one lane puts us at more risk of burning alive if a fire comes to tahoe and we cannot evacuate fast enough
1072	Reducing four lanes down to two lanes with a middle turn lane will probably create worse traffic jams during peak periods.
1073	Reducing from two lanes to one in each travel direction is going to increase traffic congestion. We should be pushing for more efficient traffic flow, not trying to slow it down.
1074	Reducing lanes and adding a turn lane will be a disaster. They're called suicide lanes for a reason. Am shocked that this is even an option.
1075	Reducing lanes at anytime is a public safety risk. Put hikers and bikes above the R-O-W. If driving impared is the problem, use law enforcement and punishment.
1076	Reducing lanes backs up traffic. We have seen this when lanes decrease to one lane due to construction. Also, the proposed going from 2 lanes to 1 lane, and back to 2 lanes, then back to 1 lane is confusing.
1077	Reducing lanes is a terrible idea. You need to increase the number of lanes and enforce the present speed and impairment laws.
1078	Reducing lanes is dangerous and will not allow evacuations in an emergency.
1079	reducing lanes not the answer
1080	Reducing lanes of traffic will be a nightmare if we were to evacuate again or have a big winter. Last winter when 80 and 50 were closed and then 50 reopened it took me 8 hours to get from Sand Harbor to Round Hill. If the the road was even more narrow it would be worse. We need enforcement and actual ticketing and towing for those that speed and illegally park along the highway
1081	Reducing lanes on a heavily traveled busy highway would create a traffic nightmare and even more gridlock. Highway 50 is the main link bringing visitors from both California and tourists flying into the nearest airport in Reno. Any lane reduction would impact everyone, particularly residents.

1082	Reducing lanes on HWY 50 impacts evacuation. Lane reduction is not a good solution. Please consider increasing the number of stoplights. Additionally, the real issue near me is the intersection of 28 and 50. Again, stoplights.
1083	Reducing lanes simply to accomodate bicycle and pedestrians in these areas just doesn't make sense to me as the "season" for this is rather short.
1084	Reducing lanes to accommodate bicycle tourists in not in the best interest of our community. If you want to increase safety, add a barrier between opposing traffic lanes. Do not reduce travel lanes!!
1085	Reducing lanes will add to congestion and a decrease in livability of the area. Think West Shore of Tahoe
1086	Reducing lanes will not reduce speeding, which is the primary cause of crashes. Signage and enforcement would be more effective I would think. With the constant problem of traffic around Lake Tahoe, shouldn't a robust alternative transportation plan be developed before you reduce lanes and increase traffic?
1087	Reducing lanes will result in significant potential for accidents.
1088	Reducing lanes, reduces flow - bicycles are not a priority - EGRESS in Emergency is
1089	Reducing number of lanes will exacerbate traffic congestion and accidents
1090	reducing the highway to anything less than four lanes is not okay with me
1091	Reducing the lanes from 4 to 2 will increase evacuation times. I was evacuated during the Caldor fire and know how important that is.
1092	Reducing the lanes in this area with no alternative routes will greatly impact kids traveling to or from school if an accident closes down all lanes. Currently there is room to shift traffic around an accident. Please don’t make it harder to get kids to and from school.
1093	Reducing the number of lanes will not solve the problem. We have another home where this was done to the roads creating a center "suicide lane" where many have died due to passing in this lane. Every year during peak holidays there are deaths due to this configuration. See Hwy 361 in Port Aransas,Texas.
1094	Reducing the number of lanes is crazy. NDOT should install cement center barriers, with turning breaks, like Carson City to Spooner Summit, and like from Placerville east for 12 miles.
1095	Reducing the number of lanes will only increase traffic and frustration
1096	Reducing the number of lanes would create more problems, not solutions.
1097	Reducing the number of lanes would increase traffic dramatically. This would be detrimental throughout the summer and any holiday.
1098	Reducing the number of traffic lanes will lead to even more traffic congestion. Which leads to even more accidents.
1099	Reducing the number of travel lanes will NOT reduce congestion and will create bottlenecks which would increase likelihood of accidents.
1100	Reducing the size or capacity of the highway 50 corridor would be a mistake with traffic volumes!
1101	Reducing traffic corridors causes traffic buildup and slows down traval
1102	Reduction in lanes or speed will only make the congestion worse. Bumper to bumper traffic, especially in summer months is aggravating.
1103	Reduction of lanes given all the construction and other work over the summer was debilitating. I am a commuter and full time resident. The Kahle drive project paralyzed traffic and it took an hour to get from Cave Rock to SLT.
1104	Reduction of lanes is not a solution
1105	Reduction of lanes is not a solution. Weather conditions, events and roadwork reduce lanes on a regular basis making the existing 4 lanes better than proposed alternatives.
1106	reduction of lanes is not an option. other approaches are welcome and encouraged.
1107	Removing lanes is out of the question

1108	Retain 2 lanes in both directions. Get rid of parking on shoulder of HWY 50. GREATLY INCREASE highway patrol enforcement of speed limits!!!
1109	Right now I experience upwards of 3 min exit time from my residence road unto 50 due to traffic in both directions, with one lane in both directions entry time would be increased
1110	Road congestion making travel to Carson City and return very difficult and taking more time.
1111	Road construction is done daily which already brings the roads down to a two lane and proves that a lane reduction will cause traffic and gridlock.
1112	ROAD DELAYS
1113	Road is in fine condition. Speed limits effectively posted but inattentive/drunk drivers are the main problems. Like any other road.
1114	Road needs improvement
1115	Road restrictions hamper access for emergency vehicles as well as restrict emergency access routes. Caldor fire proved that the roads cannot handle restricted traffic. I lived in Laguna Beach during the 1993 fire which destroyed over 300 homes. Access was limited (similar to Tahoe) which created extreme traffic congestion. Fires are a given in our area - we cannot and should not restrict the traffic lanes for your "demonstration project".
1116	Road safety
1117	Road safety improvement
1118	Road work shows now the congestion problem
1119	Roads should be safe and accessible for ALL users including bicycles and pedestrians. Cars and trucks should not be given priority over other users.
1120	Roadway configurations are not the answer - traffic speed reduction and enforcement are needed instead
1121	Roadway is hazardous to people turning and to bike traffic
1122	Roadway Safety
1123	Roadwork is done daily which already proves that a lane reduction will cause gridlock. No lane reduction in our area - reconfiguring or narrowing lanes would take care of additional turn lane. No one has time for public transportation.
1124	Safe
1125	Safe evacuation. Have greater enforcement for driving impaired and speeding instead.
1126	Safe exit routes in case of emergency, and affecting travel and work
1127	Safe turns in to and out of businesses.
1128	Safer Bike Route in this area!
1129	Safer cycling, reducing impacts from unsafe parking
1130	Safer entrance and exit from highway 50
1131	Safer roads are important
1132	Safer travel for all
1133	Safety
1134	Safety
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1181	Safety
1182	Safety
1183	Safety
1184	Safety
1185	Safety
1186	Safety
1187	Safety
1188	Safety
1189	Safety - traffic - speeding issues -
1190	Safety & access during snow or forest fires
1191	safety and cost
1192	safety and ease of travel
1193	Safety and expensep
1194	Safety and improvement
1195	Safety and saving lives
1196	Safety and use of bike lanes but against for bad traffic during peak times/season

1197	Safety assurance in all hypothetical stages of traffic
1198	Safety center turn lane and bikeway are needed
1199	Safety changes are greatly needed for motorists and pedestrians
1200	Safety concerns
1201	Safety concerns should always be an issue.
1202	Safety currently is marginal or worse entering and exiting onto 50 at Lake Village and near Round Hill and at other access points between Round Hill and areas north of there
1203	Safety- dedicated turn lanes
1204	Safety driving in this area
1205	Safety first
1206	Safety First!
1207	Safety first! too many accidents on this stretch of roadway.
1208	Safety first, of course! But it's the 50/28 intersection that needs the most attention
1209	Safety for all users of the roadway including cyclist.
1210	Safety for Locals and Visitors, drivers, cyclists and wildlife and a responsible solution for the environment and preventing run off to the lake affecting lake health and water clarity
1211	safety for motorists, cyclists, and occupants of vehicles parked on Hwy 50 for beach and trail access
1212	safety for participants coming to Zephyr Point Conference Grounds
1213	Safety for pedestrians/cyclists, head on collisions
1214	Safety for residents, workers, and visitors to the area
1215	Safety for the pedestrian, bicyclist and driver
1216	Safety for US Hwy 50
1217	Safety improvements are greatly needed and reducing speed in the area
1218	Safety improvements in segments of US50 that are heavily crowded, narrow, and/or have sharp curves. People drive too fast for conditions in these areas.
1219	Safety in case you have to evacuate the Tahoe Basin for fire if it’s one lane many people will burn up in their cars. Why not just enforce the speed limits and parking restrictions
1220	Safety in regard to evacuation of the area due to wildfires.
1221	Safety in that area.
1222	Safety is #1. Times
1223	Safety is critical
1224	Safety is crucial.
1225	Safety is important
1226	Safety is important. Safety includes the ability to evacuate. It includes the ability to get where you need to go without having to squeeze into traffic. You want to increase safety on this corridor? Add traffic lights. Enforce the speed limit. Taking lanes away is just crazy. We saw it last weekend what that means.
1227	Safety is more important than cost and convenience.
1228	Safety is more important than speed. I need to turn and cross all lanes of traffic daily to take my daughter to and from school and to get to and from work. My teenage son drives to WNC and this is the scariest part of his drive. When my daughter starts to drive, I don't know that I'll let her make that turn until she has at least a year of driving experience due to the speeds people drive in this section.
1229	safety is not the issue at Hwy50, you just want bicycle lanes
1230	safety is of the upmost priority
1231	Safety is so important and the highway has speeds to great.
1232	Safety matters.
1233	Safety measures definitely needed-currently very dangerous into and out of Zephyr Point Presbyterian Grounds

1234	Safety number 1- Traffic is just too fast and aggressive
1235	Safety of my family
1236	Safety of people traveling on this roadway!!
1237	Safety of turning, traffic congestion, daily commute getting longer, plowing the road in the winter
1238	Safety of who? Pedestrians? Bikers? Cars should be priority.
1239	Safety should be prioritized, not only for residents but for tourist population
1240	safety to everyone and less crashes/accidents
1241	Safety when driving
1242	safety when I am driving or cycling in the area, so I am pro-safety projects.
1243	Safety will be compromised by condensing traffic into single lanes and residents and employees would carry undue burden of longer drive time and worse conditions
1244	safety!
1245	Safety, common sense, logic
1246	Safety, easier to turn onto the highway plz
1247	Safety, evacuation and emergency service responses
1248	Safety, good to try first before implementing
1249	Safety, Im scared going to work
1250	Safety, no more accidents
1251	Safety, too many speeders
1252	Safety,ease of travel
1253	Safety.
1254	Safety.
1255	Safety.
1256	Safety.
1257	Safety.
1258	Safety. So many accidents on this stretch.
1259	Safety. There should lbe two lanes in each direction.
1260	Safety. We need a stop light at Caverock. I can barely get out of the subdivision on the highway and its particularly in winter.
1261	Safety. Currently, one takes a big risk trying to make a left turn into Emerald while traveling northbound. Leaving Church street to go left (north) on 50 is often risky so we make a right, then a U-turn, which is also risky without a turn lane.
1262	Safety. To make it easier for people entering and exiting Hwy 50 onto sidestreets and driveways.
1263	Safety. Too many drivers travel too fast thru the area.
1264	Safety.. very unsafe area
1265	Safey
1266	saftey
1267	Save lives
1268	Save lives
1269	Saving lives, that area is a death trap!
1270	Scared of making left turns in the area.
1271	Section from Spooner down to Glenbrook has no barrier between oncoming traffic. Would like to see this corrected.
1272	See if it works with the traffic flow with an important focus on pedestrian and bike safety. This is a big family zone and a scenic hike and bike area that should be accessible.
1273	Seems like the decisions have been made and the demonstration is just for show
1274	seems well thought out, and worth a try
1275	Seen far too many crashes

1276	Several times each day I have to make a left hand turn across traffic and worry if I am going to be crashed into by by traffic behind me who do not slow down. Something must be done !!!!
1277	Short segment at non-peak time is meaningless
1278	Should be done during peak summer period and would cause excessive delays.
1279	Should be handled by Law enforcement not , public interest groupd
1280	Should have the multi-user path outside the highway right of way
1281	Showing a significant improvement in safety, without a significant degradation in other areas is a worthwhile project.
1282	Significant disruptions to daily and routine travel along the route. The road is sufficiently safe.
1283	Significantly increased travel times in the direction of South Shore and California, problems with snow removal and huge problems with wildfire evacuations such as occurred with the Caldor Fire.
1284	Simply enforce existing posted speed limits is all that is necessary
1285	Since I live right off the freeway, I witness many accidents and near misses daily. I think visitors have no regard as to how dangerous this stretch is. And then add the beach-goers who have been partying all day-- who knows how many impaired drivers are added to the mix. People need to slow down and be mindful. Signage and warnings seem to be ignored.
1286	Since it is a demonstration project, it leads me to believe that NDOT does not know what it is doing at all. Why in the world would a state agency need to demonstrate how to build something that should already be state-of-practice in the transportation world? I think that this will likely be another NDOT fiasco that will waste taxpayer money, cause huge delays and issues for the traveling public, and in general be stupid with no common sense applied like NDOT typically does.
1287	Single lane traffic often results in 1 slow vehicle causing frustrations of other drivers leading to unsafe passing by those drivers. This is why having two lanes is crucial. As it stands, at least once a week I witness on my daily commute someone using the opposite direction of traffic lane to pass slow vehicles it the 2 lanes going in their direction.
1288	Single lane travel for an area that sees 1000's of vehicles daily is a safety hazard in itself. The congestion created by construction shows this and continues to show how it impacts travel.
1289	Single lane would be a traffic nightmare. Lake Village exit to 50 is already horrendous trying to leave.
1290	Single lane would make turning left from Glenbrook almost impossible.
1291	Single lane would slow down speeding. It would also open up more safe left turn opportunities without blocking the flow of through traffic
1292	Slow down the flow
1293	Slow down traffic. Ingress and egress to my neighborhood.
1294	Slow moving traffic
1295	slow people down its really bad these days
1296	Slow the speeding traffic
1297	Slow traffic
1298	Slowing of traffic and issues during winter weather / heavy snow storms
1299	Snow Removal and Emergency exit due to fire. Leave it 4 lanes.
1300	So many accidents through here
1301	Some of the areas where you have to merge onto or turn across Highway 50 have always seemed dangerous to me. I'm in favor of any steps to make them safer.
1302	Something has to be done, and doing nothing won't help
1303	Something has to be done. Outdated roads and fast/drunk drivers are my concerns

1304	Something has to change. It's unsafe
1305	Something needs to be done at 28-50 intersection, Zephyr Heights entrance/exit at a minimum. Also turn lane at Cave Rock would improve our safety.
1306	Something needs to be done to make it safer for residents in the area trying to leave or return from our homes. Also, there are too many bad wrecks on the Hwy.
1307	Something needs to be done to make the area safer for bicycles and pedestrians. The only way is PHYSICALLY SEPARATED Bike Lane.
1308	Something needs to be done.
1309	Something needs to be done. So much more traffic has made the highway dangerous.
1310	Something needs to change, too many accidents and too many near misses. Bike lanes need to be addressed!
1311	Sometimes engineers and roadway management don't get it right the first time. I'm open to trying something new to make this area safer and more pleasant for everyone.
1312	Speed enforcement is tantamount to reducing the number and severity of accidents. Reducing the number of lanes severely restricts emergency access/egress. Also, growing businesses on the south shore will be nearly impossible when their customer base's access is inhibited.
1313	Speed is the problem. Have law enforcement positioned along this highway and enforce the speed limits
1314	Speed, illegal parking, no bike lanes in parts
1315	Speeders are going to speed, you can't fix stupid, but others just don't pay attention while driving.
1316	Speeding - no law enforcement of existing laws
1317	Speeding traffic
1318	Speeding traffic
1319	Speeds are too fast currently, making entry unsafe by curves
1320	Spooner Summit to Cave Rock will have very low use for families with children cycling or walking, due to distance from parking at summit
1321	stop lights to slow down traffic and more highway patrol would solve the problem
1322	Strongly prefer speeding enforcement/mitigation and turning (entrance/exit) enhancements over bike and pedestrian paths
1323	Stupid idea to reduce lanes
1324	Support improving safety for people walking or traveling by bike
1325	Sure, when we have only two lanes, there will be less fatalities. But that's because we will be traveling at 5mph due to traffic jambs. We need 4 lanes.
1326	T daily traffic is already heavy
1327	taking away a lane
1328	taking away peoples access to the beaches by taking away parking on the side of the road
1329	Taking the second lanes away is going to cause a ton of issues, especially in winter.
1330	Tax money better spent
1331	Ten years listening to sirens every weekend an most weekdays families are ripped apart out there it's crazy I don't care if it takes longer to get your taco
1332	Terrible accidents are constantly occuring, particularily at the entrance to Marla Bay and Pinewild. The lack of a left turn option has caused a lot of crashes in recent years.
1333	Test, learn and iterate on design.
1334	Testing ideas out before adoption always makes sense.
1335	That section of highway is unsafe in the configuration that it is currently in. Also, illegal parking along the highway increases unsafe pedestrian activity along the highway.
1336	The 4 lanes dramatically helps flow around the basin. It's a safety concern for my as far as exiting the basin goes

1337	The amount of one lane roads for travel will back up the traffic tremendously during the busy summer travel and make winter travel just as bad. As soon as the two lanes open up, you'll see more crashes due to people trying to pass the slower car. It will be like the stretch on Cailifornia US 50 past Stateline to Ice House Rd CA.
1338	The analysis seems incomplete. Speed is cited as the major causative agent and driver impairment (alchol/drugs) How many accidents involve both impairment and speed? If someone is impaired and speeding then reconfiguring the lanes is pretty much irrelevant!
1339	The area is obviously dangerous, particularly while snow is on the ground and peak summer. I think we also need to reduce speeds from Zephyr Cove to Stateline.
1340	The areas traffic collision rate is way too high, and there is a large number of bicyclists that deserve a safe route.
1341	The back up of traffic, this has already been tried and had a long back up of traffic.
1342	The backup there already is due to construction in the area. We need all the lanes we have in case we need to evacuate due to fires!
1343	The cause of many crashes are alcohol and/or speeding which means personal responsibility. Reducing speed limit will not stop those who still decide to drive impaired or keep them from speeding. Traffic backups due to construction near the light at Kahle Dr have impacted both my high school student's drive home from school and also commutes to the grocery store. The traffic has been backed up for miles during daily commute times and evening hours. I know or one person in a collision due to an impatient driver trying to get around the line of cars. Reducing highway 50 to one lane or reducing speed will not change these impatient drivers who tailgate and speed around people. More police presence to enforce the current speeds and rules of the road are needed.
1344	The changes I'm against is the two lane road. I have lived in Tahoe my whole life and have seen a fair amount of changes and this is the most ridiculous outcome I have heard of among providing safety. Our town has grown tremendously among new residents, part time residents, but our town get extremely populated with tourists during peak seasons. This construction we are currently having backs up the traffic with one lane each direction and it's not even populated with the tourists. Based on the construction you are still able to move freely as a one lane but it has been taking 40+ minutes to get from point a to point be during busier periods. Our town is high risk for fires imagine evacuating during a fire with no warning, our most recent one was Caldor and luckily our town was saved and we had a warning that time. But, look at what happened to Maui a lot of residents died from the two lane road not being able to escape fast enough. I am for safety don't get me wrong but there is better outcomes than changing our highway from a four lane down to a two lane. If this is all about safety add a few more stop lights were there is a busy section and accidents are prone to happen (Especially by the summit intersection!) Theirs is no single light past zephyr cove resort (besides the new one that is finally getting put together by the school!) but is adding a few more light down that way going to hurt? Secondly, during winter for the amount of snow we receive especially like last year the roads already shift down to two lane when there is no space to put the snow it takes over. Since we are talking about safety what happened to the blinking warning light at the top of the hill in round hill coming from the casinos? When the round hill light is red cars at times are backed up almost to the top of that hill and one day I can see a trucker and even a regular car approaching that hill and hitting another car from the light being red. The flashing light was all about safety warning people to slow down the light is about to change and there is no safety in that section anymore, have you considered putting that back if you are all about safety
1345	The choices offered over the last 4 years are unrealistic

1346	The complete lack of common sense! It is a fact that we have too many cars and too little road. As an avid cyclist, I would never want to ride beside Highway 50. This is about you trying to get money from the green new deal and nothing else stop the corruption, hire traffic engineers and do the right thing.
1347	The construction projects along 50 this Summer which reduced lanes clearly demonstrated the impact - GRIDLOCK!!! That is a fact and no demonstration will prove anything different.
1348	The Corredor is already very busy due to increase in population and business between South Lake Tahoe and the valley. There will be delays and more chances of crash with Lane reductions.
1349	The corridor is dangerous and in desperate need for improvement. Simple and obvious measures such as lane reductions, lane narrowing, bike lanes, turn lanes, and medians could drastically improve safety.
1350	The corridor is limited in terms of physical footprint and I think it is imperative to keep flow of traffic, especially during peak times and/or extreme weather and emergencies.
1351	The corridor is very unsafe for biking and driving. The project would make it safer for all modes of transportation.
1352	The county commissioners, or more for accommodating tourist, and they are taking care of the locals that live here.
1353	the crashes are going to continue and grow even more with the opening of the Tahoe Event Center. That is likely to send another 500-1000 cars on this stretch of highway 50 every week.
1354	The current conditions are extremely unsafe. Safety is paramount over traffic flow.
1355	The current configuration provides the only four lane access to and exit from the Lake Tahoe Basin. Anything less would be the nail in the coffin for emergency evacuation, not to mention timely access to doctors and hospitals on the south shore.
1356	The current design doesn’t work very well.
1357	The current road is very good the way it is. I'm a sportbike rider and currently I can pass people legally and safely. The proposed changes would have me making illegal and less safe passes to maintain my preferred travel speeds.
1358	The current situation is super dangerous. We regularly see horrific crashes and the basic design of the Hwy 50 is the main cause of this.
1359	The curves are tight and with 4 lanes of traffic, it seems like cars are going to drift across the lanes into me.
1360	The danger of turning into Lincoln Park given the speed and volume of traffic from both directions
1361	The data doesn’t lie—this corridor is unsafe for both cyclists and drivers.
1362	The data gathered would be invaluable for making informed long term decisions
1363	The demo area is hazardous. I just do not know if taking it down to one lane n that area will be feasible for daily traffic and/or evacuation needs
1364	The demo period must include summer, holidays, and winter traffic. You can't just slap it in January to April or and call it a day. And what about truck traffic? US 50 is the #1 alternate when I-80 is closed. This is a huge problem for ANY complete streets type reconfiguration! Complete Streets work when there are alternates to get around them. That's not the case here.
1365	The demonstration could help identify tweaks to the final plan.
1366	The demonstration I’m sure would prove how this strategy is not going to work.
1367	The demonstration is likely to increase traffic issues and safety problems to enter as exit Zephyr heights
1368	The difficulty and danger of turning left or right into heavily used areas like Zephyr Cove and Zephyr Point--issues that might be cheaply solved by painting in turn lanes to such high0use spots.

1369	The entrance to the residences into Zephyr Cove private residential area is extremely hazardous.
1370	The fact that DOT was SO INCREDIBLY DISHONEST about the whole thing. This was a bad idea to start with and then they lied about it.
1371	The fact that there are too many cars and too little road reducing the road when people are pulling trailers, there are construction trucks, and climate conditions is idiotic
1372	The foregoing questions are poorly designed and suggest there is one one solution through the Corridor.
1373	The highway has become very unsafe with cars going 70 mph + on curvy roads. I am all for anything to slow down traffic on the stretch of highways.
1374	The highway is unsafe! And its especially unsafe for bikes and pedestrians! STOP WASTING MY TAX DOLLARS ON CARS, END THE NDOT WAR ON PEDESTRIANS!!!!!
1375	The highway should not be reduced to less lanes. Turning lanes would be optimal but reducing traffic lanes would make it very difficult to enter Hwy 50 from our neighborhood and to travel along it-it would be very congested traffic!
1376	The horrendous effects have already been demonstrated with 1 lane closures for road and utility repair. Happy to show you videos, but if NDOT cared, they would already know what happened
1377	The idea of reducing any lanes anywhere in the basin is insane given our threat of wildfire. Increase enforcement (signage and motor patrol/ticketing, greatly increased fines). Make a dedicated well-marked bike lane with signage. Use pedestrian/bike bridges where they need to cross.
1378	The impact during high traffic times would bring the roadway to a standstill.
1379	The impact on traffic
1380	The importance of safety and sheer terror when pulling in and out of Zephyr Point when visiting several times per year.
1381	The inability to drive to work in South shore in a timely matter. There was construction at Kahle this past weekend that narrowed the road to one lane which backed up traffic for 20 minutes to Roundhill Pines.
1382	The increases in traffic volume from tourism has worsened an already-dangerous situation.
1383	The intersection of Highway 50 and Highway 28 is deadly! This intersection needs to be made safer immediately, even if it's a temporary solution. I go through this intersection almost every day in the winter and frequently in the summer. I have seen so many close calls at that intersection. Something needs to be done!!!
1384	The lack of determitive choises makes me hesitate. Have they been pre determined?
1385	The lack of law enforcement is evident in the driving habits of this “raceway”. The only thing I’ve ever witnessed slow the speed of traffic is road construction, and even then is still incredibly dangerous.
1386	The lack of parking and speed enforcement will continue to be an issue. Having 2 lanes in both directions gives drivers ways to avoid speeders and folks parked illegally.
1387	The lane reduction makes no sense. We have seen during winter and construction season what a mess it is to reduce to one lane
1388	The long term traffic impacts of lane reduction are significant. I would rather see emanate domain and other methods applied to acquire additional ROW.
1389	The main issue is at spooner and not the areas you mention. The changes you mention would severely impact traffic.
1390	The middle lane will become a passing lane for agressive drivers and will create an issue with merging and left turners.
1391	The more people mess with traffic flows the more it causes problem now day

1392	The obvious thing to do is to slow traffic down by whatever means possible including traffic lights, photo radar, traffic lights.
1393	The one lane that happened last week at 50 and Kahle made times of traveling 2 miles take over 30 minutes. It was very discouraging.
1394	The only proposed change that makes any sense is the round about at Highway 28 intersection. All other lane modifications will increase travel times dramatically.
1395	The option of reducing the lanes is not a reasonable one. In cases when the roadway has been reduced it has increased traffic and risks.
1396	The over load of traffic on this road
1397	The parking situation around Zephyr Cove and speeds of the road are terrible and very unsafe. We absolutely MUST do something.
1398	The path from Stateline to the 28 junction is so incredibly dangerous and we always see articles of accidents or deaths. It's antiquated and doesn't account for the reckless drivers up here now
1399	The plans proposed are severely flawed and will theoretically enhance safety, but cause many other problems. At every public outreach meeting the concepts were unanimously opposed by the residents that live and work along this corridor. The people that know this road best are trying to help NDOT avoid a colossal failure with great potential for loss of life during fire evacuations
1400	The possibility of increased congestion during busy periods. There is a great deal of traffic due to visitors and workers, and even more concerning are the cars parked along the highway using the sledding hill in the winter.
1401	The previous question is biased towards encouraging lane reductions and increasing unsafe pedestrian traffic. We have already had a fire caused by vagrant pedestrian camper between spooner summit and Glenbrook gate. We don’t need to bring in more ill conceived pedestrian traffic that will not be supervised during their visits. We don’t need more Asphalt/cement covered forest lands. We don’t need more portable toilets. We don’t need more human waste in our lakes. Knock it off. Highway 28 is worse for all concerned due to the insertion of a bike path. Just take a survey of incline village residences.
1402	The priorities listed don't mention local or residence experience... Improve Safety, Protect Lake Tahoe, Enhance the Visitor, Experience Expand Multi-Modal Transportation Choices, Promote Economic Vitality, Promote and Enhance Agency Collaboration and Management. We need to have a comprehensive plan discussing capacity. Increasing parking at beaches while still allowing parking along HWY 50 is not a solution.
1403	The problem is not the road, the problem is that people have lost the ability to operate motor vehicles. Driving tests need to be updated and people need to be held accountable for poor driving (this includes speeding and driving under the posted speed limits.
1404	The problem is speeding, and the solution is ENFORCEMENT, which is totally lacking. Reducing lanes has serious negative consequences -- just look at what has been happening during current construction. Solve the problem, but do it right. ENFORCEMENT!
1405	The project is going to create more problems by causing traffic jams, difficulty entering or exiting the highway and perhaps even make it more unsafe. A demonstration project is a waste of time and money.
1406	The project would make it much more dangerous and time consuming for me to use 50.
1407	The proposal will create ridiculous traffic lines and more frustrated drivers. Need a better way to slow traffic. Also increase sanding for ice in the winter. Traffic light at junction with highway 28.

1408	The proposed one lane concept was going to make congestion worse, especially during winter, high traffic periods, and road construction and lead to a lot of frustrated drivers doing extremely unsafe behaviors.
1409	The proposed realignment needs to be tested to assess the traffic impacts.
1410	The public backlash, though minor in number of people will be so intense that there is no way the changes will be made permanent. Permanent changes need to be implemented without a trial period to have the best chance of remaining in place.
1411	The recent lane closures by Frontier by the new Barton project demonstrated what a bad idea reducing to one
1412	The reduced lanes will lock in local residents. Yellow flashing lights and reduced speed zones at spooner summit/hwy 28, Marla Bay/Zephyr Point corner should be tried out first to reduce speed and increase driver awareness in these critical areas.
1413	The road has been four lanes for decades. Now we have significantly more traffic and you want to reduce lanes? And it seems much of this is driven by desire to have more opportunities for cyclists. A very bad idea!!!
1414	The road is fine as is. Evacuation is a disater in the making. MORE Enforcement of current speed limit necessary
1415	The road is fine as it is. It needs two lanes each direction.
1416	The road is terrible -- reducing the number of lanes CONCENTRATES and INCREASES the danger. Reducing the speed limit makes everything safer
1417	The road is very dangerous…..making a left hand turn into Marla is terrifying……traffic is tailing gating tie car at a high speed and pulls into the next lane at the moment and car behind slams his brakes not to hit my car….I feel like a sitting duck in a high speed interstate highway
1418	The road needs to stay 2 lanes EACH way. It is a major artery and the road needs to reflect that.
1419	The road seems to be fine when we have traveled on it. Lane reduction is not an answer
1420	The road went down to one lane for some underground road work and I was stuck in traffic for 40 mins when I'm usually home in 15. This is unacceptable.
1421	The roadway is already difficult to drive. A project may be even more dangerous and time-consuming.
1422	The safety of me and my family, if we needed to evacuate i would Want to be able to get out.
1423	The safety of our residents is my main reason. I know far too many people who have been in accidents, some fatal in these areas
1424	The simple solution is to enforce the speed limits, drivers speed in excess of 10 miles over the speed limit constantly. If there was active NHP presence this would not happen
1425	The solution needs to balance traffic and biking but cannot ignore evacuation routes and needs. I don't support going to single lane vehicle traffic.
1426	The test is required to demonstrate if the chages actually work...
1427	The things I've heard don't seem to be good fits for what needs to be done. The crashes I hear about and see nearly every week aren't based on people turning, they're based on people speeding and not paying attention. Every time I'm on that road I see people speeding and taking risks that put others in jeopardy. That's what needs to be addressed.
1428	The time of year and the timing of other projects underway need to be considered when doing trials.
1429	The tiny % of long distance recreational cyclists already have tons of bike trails all over lake basin
1430	The traffic and the irresponsible way people drive in that area has to change. I would favor getting rid of car traffic altogether in that corridor, with the exception of shuttles.

1431	The traffic backup just caused by the roadwork at Kahle. One lane caused backups from Kingsbury to Round Hill Pines. Your proposal will make that 10 times worse.
1432	The traffic backups due to narrowing the roadway from two lanes to one lane will be atrocious. And I don't travel that every day like some commuters do. For the commuter, it will result in unbelievable delays on a daily basis. For people like me it will be a major delay when I do travel that section of road.
1433	The traffic caused by reducing the lanes would be a horrible idea. Just look at the example during construction of the light at the school crossing.
1434	The traffic in that corridor is tremendous it cannot just be reduced and expanded without extreme ramifications.
1435	The traffic is already bad. I am worried that going down to one lane each way will significantly cause even bigger traffic jams. The recent work on 50 by Skyland was a great example.
1436	The traffic is already too congested
1437	The traffic is not good now. Reducing the lanes will only exacerbate the situation. Parking on the sides of Highway 50 needs to be eliminated!
1438	The two lanes is critical to the traffic flow in this area.
1439	The two most dangerous places are at the Spooner Summit/Hwy28 junction, and the Glenbrook corner. More serious accidents happen there than anywhere. Moreover, the crossing near the Zephyr Fire Hall is currently dangerous for pedistrians. All that needs to be done here is a] reduce the speed limit to 35 from the top of the hill before Zephyr to Nevada Beach exit, and b] build a walking cross over bridge so that pedistrians can get from the south to the north side of Hwy 50, and c] Expand parking at Zephyr now that all the trees have been taken out anyway. Reducing lanes is not a good idea...Carson City did that and it is not working, particularly in light of giving permission for another 25,000 people to live here.
1440	The two questions just above this one are very self serving. The safety benefits lie in having two lanes, not one lane.
1441	The US 50 and SR28 intersection is DEADLY !
1442	The whole project is ill-conceived... dreamed up by non-residents who have knowledge and experience on US 50.
1443	The wide lanes for 4 lanes are important for safety.
1444	The zephyr cove area is scary particularly during the summer, with car parked along the road, distracted walkers, and cyclists. I would like to see a path for walkers and cyclists and new parking areas.
1445	There are a lot of accidents in that area.
1446	There are better and proven ways to slow down traffic like traffic lights. Especially at Lake Village drive. Reducing lanes near me will make my left turn from Lake Village drive to US 50 South even more challenging.
1447	There are innumerable access roads that intersect with Hwy 50. Our access is very stressful due to the speed of traffic, which is often in excess of 50mph, and there is limited visibility and no turn lanes. Also, it should be noted that when both lanes of traffic is blocked on one side of the highway, while the oncoming lanes are still open, there is no way to pull over to let emergency vehicles through.
1448	There are only 3 roads out of the basin, being a south lake resident, I believe constricting the egress will put us all in peril.
1449	There are other safety and speed reduction options that can be tested before a demonstration project.

1450	There are so many driveways/small roads that go through this corridor. Having bike traffic, non motorized traffic, plus regular traffic will ADD to safety concerns. Have any of you spent any time in this area? so many cars zip in and out of driveways onto 50. you don't think that poses risk for bicyclists? fine to put more turn lanes in, and get rid of parking on 50 at zephyr, but making this corridor for cyclists will invite danger. Ridiculous idea, and you'll be sued for sure the first time a bicyclist gets hit
1451	There are too many dangerous crashes and near misses in front of Marla Bay
1452	There has already been 3 public comment sessions and discussions regarding this NDOT plan to reduce the hwy 50 corridor to Spooner summit. The majority of the locals are against it for reasons you already know and have collected comments and opinions on.....3 times. I am strongly against lane reductions anywhere, it will cause traffic backup, all you have to do is see what happened over the last 3 weeks with the Kahle Project and the reduction of the lanes down to one for only a 1/4 mile. How come this is still on the table for discussion. The plan will not work!!!! How many times do you need to whip a dead horse thinking it will get back up. I understand a lot of time has been spent on this, but continuing with the same plan and asking for input is not going to change anything, it is not a good plan. Think up something different
1453	There have been plenty of recent and ongoing lane closures with piping/retention area work, road repairs, traffic light addition, etc that have already "tested" lane reductions...and proven the definite extreme disadvantages and bottlenecking of traffic, aggressive & dangerous drivers, road rage, frustration, and so on. You got your demonstration.
1454	There is extremely heavy traffic from continual huge amounts of construction. There are too many vehicles and 2 Little Rd. and you want to take away more of the road.
1455	There is no data to indicate that road diets will improve safety in area of US 50 that have 0 fatalities, no rear end accidents, no turning problems, etc. You are using safety as a smokescreen for grabbing a lane for a bike path.
1456	There is no f-ing way you should ever be thing about reducing 50 to one lane each way.
1457	There is no reason to change the infrastructure of the roads themselves, but there needs to be better enforcement of the current speed limits and cars parked in obstuctive areas of the highway. In addition the money for the planned lane reduction would be much better utilized by building more parking space to house the ever increasing amount of vehicles in town and pedestrian walking/biking paths separate from the roadway.
1458	There is not enough room for everything we might desire. The demonstration project provides the opportunity give it our best shot. Learn from it. Then make it even better. Without the demonstration project we will not have the opportunity to iterate.
1459	There is plenty of empirical evidence that reducing lanes on this stretch of US 50 leads to severe congestion. I am all for safety changes such as more traffic lights, increased enforced for speeders, Jersey barriers (where appropriate) and turn lanes. With the current four lane configuration, there are times that it takes several minutes to enter the highway from my neighborhood do to the stream of cars. Reducing the number of lanes will only exasperate the situation. Lane reductions will also impede traffic in the event of an evacuation. I am against reducing lanes on Highway 50.
1460	There is too much traffic and limiting the lanes would result in traffic jams. With over tourism it will be an awful road to drive. The summer would be bumper to bumper. Then you would have more people taking Kingsbury Grade and that already has too many drivers on the two lanes.
1461	There is too much traffic for just 2 lanes. When US 50 is down to one lane due to construction traffic moves at a snail pace.

1462	there is too much traffic on the Highway 50 corridor. Anytime one lane is closed it take up to 20 minutes to travel the usual 5 minute ride from Lyons Ave to Statel ine. In a medical emergency that could be the difference between life and death. In a fire evacuation there can be multiple fatalities as in Paradise and Lahaina. We have difficulty crossing Highway 50 using the Lyon Ave crosswalk when there is 2 lane each direction
1463	There is way too many tourist and reducing the roadway to one lane each way is ridiculous to even consider!
1464	There needs to be at least 4 lanes at all times.
1465	There will traffic jams every day I still work and this will
1466	There's NO WAY you can create a traffic nightmare and demonstrate increased safety. This is going to create an increase in road rage incidents and we don't need a walking path, we need two lanes each direction for vehicles. Period.
1467	There's too much traffic on that road to reduce the number of travel lanes. I acknowledge the need for a center turn lane, to slow traffic, but the proposal doesn't make sense. Traffic at high use times will back up the mountain.
1468	These days drivers just speed not caring about anything other then themselves. We need more police force ticketing these people who are breaking the law! It's not the road it's the people!
1469	These just make drivers angrier I usually ride the road for the curves and slower speeds just take that enjoyment away as the road is not technically changing.
1470	Things have to change, that road is unsafe and there is only so much space. Although it is not perfect, I think the NDOT proposal is the best option.
1471	Think it will reduce the safety of the roads, particularly in times of crisis. This is the ONLY road to safety and any reduction of capacity or speed will be dangerous in times of crisis, i.e. fires. Also during winter tourist season, this road already is extremely congested and has experience 6 hour back-ups during snow storms. If anything, automobile capacities should be increased and speeds maintained or increased.
1472	This area is already so congested. Moving it to one lane seems like it will exacerbate the problem rather than facilitate smoother traffic flow, especially at peak times.
1473	This area is just not safe for locals nor visitors. Just today there was a crash and car caught on fire.
1474	This corridor is critical to safe evacuations and Must remain 4 lanes.
1475	This corridor of pinched down to less travel will result into many more collisions. Trucks will not maintain proper speeds around the corners and hills from Cave Rock to Stateline. It is needed for both those trucks and commuting traffic to be able to flow safety around each other.
1476	This has been a dishonest & fraudulent project since inception without ANY data or input from the residents being heeded. I can't believe that the DOT is continuing this lie. Put in a round about at Spooner and a barrier between the lanes coming through to stateline as much as possible. Add turn lanes, but STOP trying to take out lanes.
1477	This highway is already congested in wintertime and as the preamble to the project suggests may have a higher than average accident rates, especially in winter. Bicycles are already dangerous in use on this highway and there are frequent traffic jams often lastin for hours. the
1478	This is a disaster waiting to happen. This will create road rage for sure. People will be injured and killed
1479	This is a freeway and not suitable for parking, bikes or pedestrians. Use the money to build parking, off highway bike and pedestrian paths. Closing lanes is ridiculous.
1480	This is a major thoroughfare and I believe restricting access will cause unnecessary delays. What will happen duriong the next wildfire evacuation if the roads are restricted?

1481	This is a terrible idea. Reducing lanes will only increase chances of accidents and would be disastrous if there was ever need for an evacuation for fire. Any land reduction will greatly increase head on collisions during snow and ice conditions on the road, as cars spin out and slide crossing into oncoming lanes of traffic. There would be no way to get out of the way.
1482	This is a very biased poll. NDOT should be ashamed of this poll.
1483	This is a very busy highway. 4 lanes are barely enough. Any Changes/ roundabouts etc will cause more traffic and pollution.
1484	This is a very dangerous stretch of road (especially in winter) and it desperately needs improvement.
1485	This is absolutely the stupidest idea I have ever heard? Is NDOT completely stupid?
1486	This is just another Government program to make everyone feel good. Just lower the speed limit and save the money.
1487	This is one biased survey!!! IF this is the best NDOT can do, then NDOT is a mess!
1488	This is our evacuation route. If you want to do anything, remove Zephyr Cove parking on the street
1489	This is stupid that we are still talking about this. It's a terrible idea, stop pushing it.
1490	This is the craziest idea! There are many other ways to slow down traffic that are much less costly.
1491	This isn't your job. Safety is great, but within appropriate levels of efficiency. Your bad ideas will increase traffic, increase congestion, slow travel time unacceptably, harm tourism, harm commuting, make entering/exiting more difficult, waste people's time, and make the area less attractive to live, work, or visit.
1492	This poll is extremely biased. There are other ways to promote safety.
1493	This portion of road is scary. If I drive it, I don't want to make any turns for fear of an accident. Whatever it will take to make it safe - do it.
1494	This project would lead to serious additional traffic problems to an area already struggling with big traffic problems
1495	This proposal is extremely dangerous. One lane of traffic in some areas and not throughout will cause accidents (merging) and delays. One lane of traffic in the entire area is a serious fire hazard
1496	This questionnaire is loaded, framed with prejudice, and clearly aimed at one goal. You are asking people questions without providing any detail such as what the demonstration project looks like (number of lanes, duration and timeframe of demonstration, etc.). Taking away lanes will actually increase frustration and is likely to result in people passing into oncoming traffic and exhibiting road rage. Additionally, during any construction project or repaving project, we will end up like Route 28 with significant delays due to lack of lanes.
1497	This roadway is extremely dangerous. I drive the road multiple times every day. Please make a start on improving safety for our family!
1498	This section of road has a rush-hour from approximately 7 AM to 9 AM. As a daily driver, I rarely see a Law Enforcement presence enforcing the posted speed limit. Hiring officers is quicker, more effective, and certainly less expensive than remodeling the roadway, which will only cause traffic back ups, and will cause Kingsbury grade to become congested.
1499	This stretch of highway is unsafe and there are a lot of accidents. On weekends, I try to avoid driving this corridor because I don't feel safe. There have been times I've taken SR 207 Kingsbury Grade or SR 89 Luther Pass to avoid taking this route. Or Highway 50 is closed because of an accident.
1500	This stretch of road is so dangerous. People drive way too fast and there is no good infrastructure for pedestrians, cyclists, or public transportation.

1501	This summer with the limited lane closure by the high school, the stop/go backup was ugly. I would hate to have that on a daily basis.
1502	This survey is extremely biased. We attended previous meetings and the vast majority of people were against reducing any of the corridor to one lane, now you have decided to ignore the wishes of those who drive the corridor with a biased survey. Obviously you are going to do what you want regardless. Going from two lanes to one several times has been proven to be extremely dangerous.
1503	This survey is misleading in its wording. I'm all for more turn lanes and more speed enforcement, but Hwy 50 must remain 4 lanes.
1504	This survey is pro lane reduction, does not give options for other suggestions or answers other than the lopsided choices!!
1505	This survey is why most don't trust government anymore. It is one-sided to get what YOU want. Not what the PUBLIC wants.
1506	This will cause traffic jams and congestion.
1507	This would be a tragic way to handle the problem. This road segment gets busier every year and restructuring the road to two lanes is not the answer. Adding to the road width to give residents in the area proper ways to exit and enter traffic is.
1508	Those of us who have lived here for many years can provide our actual real world experiences. We don't need a demonstration.
1509	Timing
1510	To be able to legally cross the double yellow entering or exiting our access road onto Hwy 50. NHP says the turn is illegal & if we are rear ended it is our fault. Idiocy!
1511	To be sure it is worth the money to reconfigure.
1512	To demonstrate changes needed for regulating traffic speed, safety and flow.
1513	To document what everyone already knows: traffic restrictions = year-round traffic jams, snow removal problems, and emergency access/egress problems.
1514	To get more input from the public after trial periods
1515	To improve safety
1516	To learn pros and cons for a final project.
1517	To make an informed decision based on project results
1518	To make it safer to exit Zephyr Cave going toward Cave Rock. This is a very dangerous area since it is hard to see traffic coming from Zephyr Point area.
1519	To make this corridor a lot safer to travel on both directions for everyone.
1520	To reduce crashes, safety and to help traffic go smoothly
1521	To reduce potential for collisions for people turning left across oncoming traffic, partcularly near curves.
1522	To save lives and make it safer for those who come infrequently.
1523	To see if it actually works
1524	To slow down the traffic! It is too fast, which is scary sometimes. No one drives 45 mph but a few people like me.
1525	to stop the DOT from trying to ram through a stupid idea.
1526	To tell you to just put in a damn wall because the problem is people crossing the double yellow. Drunk or otherwise.
1527	To test if the ideas work correctly
1528	To test whether dedicated turn lanes will improve safety
1529	too draconian. why no speed patrol at all? stop lights would help too.
1530	Too hard to leave neighborhood (as we've been experiencing with lane reductions for construction), difficulty with evacuation. We need speed limit lowered and tickets handed out regularly, not lane reductions.
1531	Too many cars
1532	Too many crashes and deaths, all resulting in huge traffic delays
1533	Too many crashes. I worry every day I drive it.

1534	Too many wrecks and too much speeding.
1535	Too much congestion. Lowering the speed limit from Kingsbury Trade to Cave Rock tunnel to 35, and enforcing it, would improve safety. The speed limit at Presbyterian curve in zephyr heights is still 45. It should be lowered and left turns from north martin in zephyr heights onto hwy 50 should be prohibited due to major blind spots both west and east.
1536	Too much traffic already.
1537	too much traffic and congestion during peak periods, not safe to reduce lanes
1538	Too much traffic for just one lane. Put speed cameras or round abouts in.
1539	too much traffic for one lane. you need to look at spooner summit intersection!
1540	Too much traffic if you make it one lane
1541	Too much traffic on Hwy 50, we need the two lanes on each side. Can’t picture it with reduced lanes especially in winter. I never forget the driving disaster on 50 when we had to evacuate by the Angora.
1542	Too much traffic to delete lanes of traffic and not enough room for evacuation and emergency vehicles
1543	Totally against reducing the number of lanes due to traffic flow and congestion, chaos during the snow season with snowplows and tourist who do not know how to drive in snow that reduce their speed to 10 mph
1544	Traffic
1545	Traffic
1546	Traffic
1547	Traffic
1548	Traffic
1549	Traffic
1550	Traffic
1551	TRAFFIC
1552	Traffic
1553	Traffic
1554	Traffic
1555	Traffic
1556	Traffic
1557	traffic congestion, safety during storms/smoke,roadway is very difficult with ice, access problematic for emergency vehicles
1558	Traffic - NDOT doesn't have to live with the mistakes made by their unelected, non resident officials
1559	Traffic and congestion when the project is started. Some people have trouble with any changes and it can cause an issue even if temporary.
1560	Traffic and delays
1561	Traffic and emergency exits
1562	Traffic and evacuation route impacts.
1563	Traffic and safety
1564	Traffic and snow removal as well as tourists not understanding what's being demonstrated.
1565	Traffic around the Lake is unsafe. Speeds and lanes should e reduced in favor of bike and bus lanes.
1566	Traffic back up
1567	Traffic back up
1568	Traffic back up
1569	Traffic backing up in lane reduction areas
1570	Traffic backups
1571	Traffic back-ups impacting every aspect of daily life.

1572	Traffic backups/slow downs. Not in favor of demonstration option
1573	Traffic buildup, especially during winter and peak tourist seasons.
1574	Traffic caused by lane reduction
1575	Traffic comes to an halt. Exzra time for communging
1576	Traffic concerns
1577	Traffic congestion
1578	Traffic congestion
1579	Traffic congestion
1580	Traffic congestion
1581	traffic congestion
1582	Traffic congestion
1583	Traffic congestion & gridlocks
1584	Traffic congestion & safety
1585	traffic congestion already leading to frustration
1586	Traffic congestion and craziness with others trying to pass in turning lanes if there are slow moving cars. Because this is considered a Highway.
1587	Traffic congestion and decrease in safety especially when turning across traffic.
1588	Traffic congestion and emergency exits.
1589	Traffic congestion and inability to safely enter and exit hwy 50 due to increased traffic congestion and continuous traffic flow
1590	traffic congestion and time
1591	Traffic congestion concerns. Would rather post more enforcement of speed limit than reduce lanes.
1592	Traffic congestion during an emergency evacuation and during summer months. Also access to the highway from Zephyr Heights.
1593	Traffic congestion especially during emergencies
1594	Traffic congestion in coming to and from Reno concerns me. Have we explored other options for slowing down traffic?
1595	Traffic congestion is problematic on 50 for a number of reasons and the proposed reconfiguration will only exacerbate these problems, if any thing the road needs to be widened. If excessive speed is a problem then step up enforcement via more police and sheriffs actively patrolling and actually enforcing the law, that will have the extra benefit of removing drunk drivers, aggressive drivers etc from the roads unlike speed cameras which are only a revenue generator not an enforcement device.
1596	Traffic congestion mitigation
1597	Traffic congestion.
1598	Traffic congestion.
1599	Traffic delays
1600	Traffic delays all the time
1601	Traffic delays due to less lanes available to travel on
1602	Traffic delays, backed up traffic. Please take a look at the current traffic back with frontier in front of the old lakeside. Traffic delays and back up for a mile. 30 min delays are not good traveling short distances from roundhill to stateline.
1603	Traffic delays, evacuation safety
1604	Traffic during summer is terrible as it is, reducing one lane would be an absolute nightmare. Additionally it will send more people going over the grade to access the valley which has enough car travel as it is.
1605	Traffic flow
1606	Traffic flow
1607	Traffic flow
1608	Traffic flow and congestion

1609	Traffic flow has become a huge problem here at the lake. There are too many people and too many cars. I am interested in making the corridor safer by reducing the amount of traffic and feel that any money spent should be to improve public transportation, and that perhaps money could be raised through financial disincentives to people driving their individual vehicles.
1610	Traffic flow will be greatly impacted to the detriment of hard working residents, traffic jams will add to the cost and time of commuting, undue burden
1611	traffic flow year round should be the main concern. Peak tourist season brings different problems then the rest of the year, ie snow removal vs biker. Year round residents should have majority say in the number of lane Hwy 50 should be
1612	Traffic flow. Any reduction in lanes SEVERELY impacts travel.
1613	Traffic flows will be NEGATIVELY impacted! Traffic nightmare!
1614	traffic grid lock, reduction of capactity
1615	traffic increase
1616	Traffic is a challenge even with a small amount of roadwork. It will significantly effect the standard of living for anyone north of kingsbury
1617	Traffic is a huge issue and this will impact it more
1618	Traffic is already awful many times during the year and especially when one lane is closed. See the 20+min delays due to the single westbound lane at Khale Dr right now. Also in case of emergencies multiple lanes is vital. If you want to make this area safer, focus on making parking available, especially on the lake side at warrior way where there is space for a parking lane and tons of diagonal parking similar to tunnel creek. This plan is disaster.
1619	Traffic is already bad in these areas. Many people, me included commute this route daily. It would add a substantial time to the commute, and i don't believe it would help much in collisions. My main concern is people are unable to figure out efficient ways of merging. I think there would be accidents while merging, and at times traffic would be a standstill. If there was a minor accident with one lane in each direction it would not take much to close the traffic and cause a huge delay, instead of just possibly closing one lane.
1620	Traffic is already congested … safety and the free flow of traffic have to be balanced . If it was all about safety you could just make the speed limit 5MPH ! And the current speed limits are mostly unenforced ! Maybe start there if you are concerned with safety
1621	Traffic is bad enough at peak times.
1622	Traffic is bad enough with 2lanes each way.One lane would add an extended time to my daily commute, its horrible as it is.Please dont ADD to the frustration
1623	Traffic is congested enough on Hwy 50. Taking the road down to 2 lanes makes absolutely zero sense as the road is congested enough on Holidays and weekends. Here’s a safety idea - how about enforcing the 45 MPH speed limit? I can’t begin to describe how many times I’ve tried to pull out onto 50 from Cave Rock Drive only to have some idiot flying around the curve going much faster than 45mph. I don’t see how narrowing the roadway will make things safer; in fact, it would be safer to increase the width of the road. I’m sure widening is not practical but it makes way more sense than narrowing the road.
1624	Traffic is horrendous as it is an reducing the lanes is counterintuitive
1625	Traffic is horrendous on that stretch and reducing lanes will make it worse.
1626	Traffic is sliw during peak tourist times. I can barely pull out of my neighborhood now during those times. If another evacuation or emergency occurred, it would be a disaster for our locals..
1627	Traffic jam
1628	Traffic jambs
1629	Traffic jams

1630	traffic jams
1631	Traffic jams is why I would be against it, less crashes would be why I am for it
1632	Traffic jams which may cause even more dangerous conditions and which certainly will hurt the area's commerce. Prioritize automobiles over recreational bicycles.
1633	Traffic jams, lessening the ease of travel. Increased time to get to and from places. Evacuation concerns.
1634	Traffic moves very nicely now it's the idiots who either drive to fast or don't know when to slow down when there is ice or snow on the road.
1635	Traffic on a daily commute, especially in peak seasons and the winter. 35mph is too slow even though zephyr cove.
1636	Traffic past Glenbrook is heavy now and dangerous now and worse after the proposed changes
1637	Traffic safety
1638	Traffic safety is just one part of safety, another critical safety issue is fire safety during another caldor. SLT has 50k population any lane reduction will make it like hell during evacuation. Therefore I am highly against any lane reduction proposals. To reduce speed any sensible people would looking into adding roundabouts instead of lane reduction, which is ridiculous beyond comprehension. A lot of the speeding traffic is tourist from other regions, even with traffic cameras they may not be aware and still speeding, not worth the effort to fight existing laws.
1639	Traffic safety vs. emergency access and traffic back-ups.
1640	Traffic slow downs
1641	Traffic snarls, evacuation issues, raised level of road rage. will not solve the problem.
1642	traffic will be HORRIBLE thru the area with hours of delays for everyone.
1643	Traffic would be a nightmare & NDOT/ TRPA cabal of bureaucrats would cut evacuation route in half! Guess what, NDOT we're have wildfires up here while you're safe in Carson City!
1644	Traffic would be an issue. I think there are other ways to address the safety concerns.
1645	Traffic would be backed up for miles on weekends and holidays, it is already very difficult to enter Hwy. 50 from our residence in Zephyr Heights.
1646	Traffic!
1647	Transportation ease and safety
1648	travel by transit/bike/foot needs to be prioritized nationwide, and accessibility/safety improvements are badly needed
1649	Travel disruptions/delays due to construction and any lane reducing/traffic light causing additional traffic/delays after completion.
1650	Travel impact to and from work for myself and my staff
1651	Travel time . The issue is tourists who are intoxicated or without the proper winter driving tires traveling to VRBO"s in residential neighborhoods. Fix that problem first .
1652	Travel time and congestion.
1653	Try before you buy! Sometimes things don't work as intended. But changes are needed in this area.
1654	Try the soluions first before implementing
1655	Turning in and out of local neighborhoods is very dangerous. Bicycle riding on the current 4-lane road is dangerous.
1656	Turning in and out of Zephyr Point has always felt dangerous and I have seen crashes happen there. More safety in that area would be great!
1657	Turning into our street going southbound is very concerning. Traffic behind is coming fast into the lane and often the other lane is occupied leaving little chance for the oncoming vehicle to avoid either a rear end collision with us or into the adjacent lane.

1658	Turning left into Pinewild/Marla Bay is a definite safety hazarrd that has already cost people their ability to function without pain. Only a matter of time before someone is killed.
1659	Two lane traffic is better than one. Evacuation ability is very important.
1660	Two lane traffic is needed in both directions. Too many cars to narrow the highway.
1661	two lanes are very important IN THE WINTER ... out of area drivers create saftey issues during snow events. Some situations could create greater issues if only one lane is available.
1662	Two lanes instead of four lanes would create more traffic congestion especially during tourist seasons. We would have a difficult time getting in and out of our street
1663	Two lanes is necessary for the volume of traffic and helps when things are busy. An extra lane is safety.
1664	Two lanes will create more hazards with frustrated drivers in a constant traffic jam. We currently have traffic jams now up to Zephyr Cove Marina with 4 lanes.
1665	Unbelievable congestion that it would cause.
1666	Uncertain about the statistical methods used.
1667	Unclear as to the effect it would have on the natural beauty of the Corridor
1668	Unless there is no parking along the edge of the highway I don't think any changes will work. It seems your proposal will increase people parking on side of the road.
1669	Unnecessary traffic delays, did you see the mess that occurred by the utility companies closing one lane at the sheriffs substation this last week.
1670	Unsafe as it is, needs improvement.
1671	Unsafe ingress, egress from my community
1672	US 50 is the only adequate evacuation corridor for both East Shore residents and South Lake Tahoe. Any reduction in the number and width of US 50 traffic lanes would severely compromise the safety of residents and visitors should a wildfire break out in the basin, as has occurred with the Camp Fire near Paradise, CA. This experience coupled with the disasterous evacuation during the Caldor fire should serve as a warning.
1673	US 50 REQUIRES 4 lanes to accommodate traffic. This project has CA mentality, putting a bike a month ahead of vehicle traffic. NO!
1674	US 50 should remain 2 lanes in both directions to ease the congestion that wou;ld be caused by creating one-lane areas. Also, how would we evacuate in case of a fire like Caldor with the highway constricted? Bad idea.
1675	Very dangerous road to travel at any time because cars always going over middle strip. Why have no cement barriers ever been proposed to help alleviate this issue? It is very scary to drive at certain times of day.
1676	Very dangerous trying to leave Zephyr Cove neighborhood
1677	Very negative impacts on getting to Round Hill shopping area and dealing with emergency situations (Fire, health emergencies)
1678	Want a left hand turn lane going north into Lakeside Cove
1679	Want better safety
1680	Want more info
1681	Want safer roads and turning lanes, but concerned reduction in lanes will increase traffic jams
1682	want to keep 4 lanes
1683	Waste of money
1684	Waste of money - the lanes should NEVER be reduced!
1685	Waste of tax dollars.

1686	waste of tax payer dollars, lane reduction would make snow removal difficult/impossible, bike lanes crossing driveways and entrances will be very dangerous for all, bike lanes will be full of e-scooters and e-bikes and will be unsafe for real bikers, lane reduction would also impact emergency vehicles
1687	Way too many accidents and deaths occurred there. Something needs to be done and a trial makes sense
1688	Way too many accidents in that area
1689	Way too many accidents on that road. Senseless and dangerous
1690	We already did this and we all witnessed what the closure of ONE LANE southbound south of Elks Point Road to Kingsbury did during the construction around the old Lakeside building. It sent traffic from Khale all the back to Roundhill Pines.
1691	We are all for safety . Hey 50 must remain a 4 lane evacuation route for our greatest safety,
1692	We can learn in real time from a demonstration project as long as it has a start and finish timeline.
1693	We currently have four lanes of traffic eliminating or diminishing these routes will not only result in increased accidents speeding taking unnecessary risks but aggravate an already extremely busy thoroughfare. This is only going to make it worse and could quite possibly result in more accidents and fatalities.
1694	We desperately need to try to figure out how to make US50 safer. I used to try to ride my bike on this corridor, but after multiple harrowing experiences, I refuse to use any other method other than driving. And that's a shame, because it should be an easy bike ride! Please please make this corridor safer for bikes, scooters and non-auto travel.
1695	We do not need more traffic and congestion. We also don’t need to reduce our evacuation routes. There are other ways to increase safety.
1696	We do not want a lane reduction on this busy road. Adding lights in specific areas would make more sense.
1697	We don’t need it changed!!!
1698	We drive to tahoe weekly for boating and the turns are treacherous at Cave Rock and coming from Sand harbor to 50. We needs turning lanes or lights or something. It's scary.
1699	We get a demonstration when a lane closes for repairs. We immediately have huge backups. Don't need to pay for something we already know.
1700	we get traffic jams regularly and in the winter a lot of stalled cars. We need 2 lanes in each direction.
1701	We have already experienced 1 lane roads during construction times. It is awful!!!
1702	We have already seen a demonstration period during the work being done at Zephyr Cove and before SR 207 this summer and it has been a nightmare. This would significantly impact tourism which drive the SLT economy.
1703	We have existing proof that when there is a temporary lane reduction in this area it results in a SUBSTANTIAL and LENGTHY traffic backup.
1704	We have experienced 2 lane traffic as a result of road work over past couple of months and traffic congestion has been at all time worst
1705	We have had Constuction lane closure’s which have resulted in 20 to 30 minute backups . This is a terrible plan. Any lane closure’s are unacceptable and will be less safe.

1706	We have had several issues this summer to observe what happens when we have only one lane in one direction (work at Warrior Way, work on the old Lakeside Casino (site of the new Barton Hospital), landscaping at the new Event Center which resulted in a lane closure. Even on a Wednesday, I have been stuck in congested traffic for 10-20 minutes. We see this congestion all summer long and in winter with snow. The residents don't need a demonstration project to know what will happen. Furthermore, I have seen no accompanying evacuation plan for residents if an emergency occurs during a trial project.
1707	We have lived in the Zephyr Cove area for over 40 years, & witness the traffic mess especially in the summer. If this goes through it will be devasting to residents.
1708	We have lots of visitors and want the residents to be safe.
1709	We have mountain roads and drunk drivers. This isn't going to be successful, will add significant time to my commute, and reduce tourism because of traffic jams
1710	We have needed a dedicated turn lane to get in and out of the Zephyr Cove HOA forever. it's a very dangerous left on to Emerald Street and getting out is equally as bad.
1711	We have only two ways to evacuate the Tahoe basin in case of emergence (re. fire). Just look to how long it took to evacuate South Lake Tahoe after our last brush with wildfire. To make that section of the highway only 2 lanes would only make emergency evacuations near impossible especially with Highway 50 closed to the west. Ndot needs to take all this in consideration before it reduces the number of lanes on Highway 50 east.
1712	We have seen how a single lane causes unreasonable traffic.
1713	We have the ONLY four lane road out of Tahoe, reducing lanes is absurd. Look what happened to traffic in North Shore when Kings Beach went to three lanes.
1714	We have too many tourists and semi trucks, construction trucks etc that would create long back up traffic as occurred this summer. We had one lane due to road construction and we were backed up from Zephyr Cove to Hidden Woods traveling about 5 miles per hour.
1715	We have too much congestion as it is. reducing Hwy 50 to two lanes from four would cause chaos, especially when we have the most tourist population. I feel it would cause a safety hazard in a fire event. I personally feel our car safety would be impeded with a lane reduction.
1716	We just experienced what happens when the road is down to one lane traffic is terrible in off season test
1717	We live in Zephyr Hieghts and Don't even feel Safe crossing HWY 50into Marla Bay. I have witnessed 1 death and many Horrible accidents! At least lower the speed to 35mph, then I'd feel safe riding a bike or turning onto my street in Zephyr Heights!!!
1718	We live off of 50… it is very Dangerous
1719	We MUST retain all lanes for safety, evacuation for fire and congestion in peak months. Taking a lane is complete Insanity. Will cause road rage and passing and fast driving in the suicide lane. We need traffic lights and enforcement!!!
1720	We need 4 lanes to functionally in all weather and seasons. Fatalities are largely due to driving under the influence of alcohol and/or drugs. Please review accidrnt reports in details for accurate assessment. Also, people need adequate evacuation routes in case of fire or other catastrophe.
1721	We need 2 lanes each side for emergency egress
1722	We need 2 lanes in each direction. One lane is dangerous for evacuation. Area is too heavy with traffic and tourist, snowplows in winter. Soon we will have a hospital and event center. NO WAY to lane reduction. Do traffic circle or traffic - light at Lakeview Dr and Marla Bay. That will slow traffic on either side. Install a large mirror ot the entrance of Zephyr Heights at North Martin so we can see approaching traffic while attempting to leave neighborhood.

1723	We need 4 lanes
1724	We need 4 lanes for emergency first responders to get to those of us who may be having a health situation. One lane in each direction would cause gridlock and chaos. Local lives WILL be lost with the proposed configuration. Please listen to the residents and the Douglas County commissioners who represent us. We want a lower speed limit and other mitigation other than reducing lanes.
1725	We need 4 lanes to be able evacuate ASAP. You should add road barriers where feasible and more signals. I avoided a head on because I was in the right lane
1726	We need 4 lanes-2 each way. Reducing the roadway lanes would cause more congestion and accidents especially in the winter months.
1727	We need a 4 or 5 lane highway through this section, it is critical for evacuations, emergency vehicles and traffic back up when accidents occur. I travel this road at least 2-3 times a week and used it during our emergency evacuation of South Lake Tahoe.
1728	We need a turn lane going into Pinewild 600 Highway 50, - Zephyr Cove, Nevada 89448. That is a very dangerous spot.
1729	We need a Turn lane into ZP Conference Grounds
1730	We need all available roadway. if there is too much traffic, then widen the road. Cutting back will only exacerbate any alleged safety problem.
1731	we need as many lanes as possible between Spooner and State Line, have any of you driven this stretch on holidays or during wildfires? we will all be trapped in emergencies
1732	We need bike lanes and turning lanes. It's to dangerous.
1733	We need data to make informed decisions.
1734	We need safe alternative options to not have to travel by car.
1735	We need solutions to dangerous parking along Hwy 50 for beach access, as well as addressing cross-over traffic into oncoming traffic danger
1736	We need the capacity to leave the basin in the event of evacuation. No reduction is mandatory for safety in an emergency.
1737	We need to avoid additional congestion of traffic in this area.
1738	We need to do something to have less accidents in this area. Our family tries to stay in the right lanes in case someone crosses the double yellow. Definitely needs to be addressed.
1739	We need to do something. There are bad crashes there way too often.
1740	We need to fund the sheriff department and HWY patrol
1741	We need to maintain 2 lanes of traffic each direction for safety, first responders, traffic from the casinos and resorts and access to the neighborhoods. Reducing lanes in favor of bike lanes that are not used 50% of the year is ridiculous. The residents of Sotu Lake have made proposed modifications of the NVDOT lane reductions that would maintain 4 lanes of vehicle traffic, allow for some turning lanes in certain neighborhoods and a painted bike path. A protected bike path is not necessary and is a danger to the community. If you want to stop accidents in this area, Douglas county should enforce speed limits on I 50 and not allow people to parallel park along I50 by ticketing and towing them. These illegal parking creates a lot of hazards during the summer with intoxicated beachgoers that are walking back to their cars along the highway. Just enforce the speed limit and limit this parking and it largely will fix the problem.
1742	We need to maintain 4 lanes on HWY 50.
1743	we need to make the roads safer for all modes of travel. It's a very dangerous stretch of road. Ignore the NIMBYs who oppose all change.
1744	We need to move ahead with a better, safer Highway 50.
1745	We need to see what works. Roundabout??
1746	We need to take a substantial step to make Hwy 50 safe for travel!
1747	We need traffic lights is the three critical areas not reducing 4 lanes to 2 lanes.

1748	We need turn lanes and roundabouts to keep traffic flowing smoothly! We need maintenance and crack sealing! We do not need more intersections and lights!
1749	We previously lived at Lincoln Park and saw many accidents and felt at risk trying to cross the highway to get to open space.
1750	We require 4 lanes of traffic. We have provided (as a group) a suitable response to NevDOT and the Governor's office, which includes keeping the 4 lanes of traffic and providing turning lanes and a dedicated bike lane (no suicide barriers). We would also support more enforcement (ticketing) and enforced reduction of parking along I50 to halt dangerous drivers and parking. It is necessary for the public safety, First responder access, public access (to casinos, resorts and music venues and winter driving conditions, to maintain these 4 lanes of traffic on I50. As I resident of the Douglas County, I do not support ANY reduction of lanes .
1751	We saw huge traffic backups to Stateline in first week of September during work where one lane was closed. It is not a tenable solution. Please consider lowering AND ENFORCING speed limits and/or installing more traffic signals eg for Lake Village and Skyland turn lanes.
1752	We should hold ourselves to a higher standard and not accept above-average (or even average) crash statistics. Overall, we should reduce our reliance on cars, especially SOVs, and promote safer, healthier, approaches to transportation.
1753	We use this corridor multiple times every day; reducing the number of lanes will result in congestion and increase the likelihood of accidents, especlally when turning left or right into traffic and during adverse weather conditions.
1754	We w seen a demonstration with construction. Narrowing the highway causes more danger than improving safery
1755	We waited YEARS for a four lane highway and do not want to lose that!
1756	We won’t know if the potential solutions will work unless we try it.
1757	we would like to see the highway safer
1758	We’re experiencing reduced lanes right now from Round Hill to Stateline for road work and it has a VERY negative effect on traffic flow. I’d much rather see speed enforcement and additional traffic lights.
1759	What could be easily done with little drama is make the 35 mph speed limit continue on east 50 North from Lake Village past the Zephyr Cove Resort
1760	What is the problem?
1761	What’s the plan first
1762	When it goes down to one lane from having construction it backs up for MILES! Reducing to one lane is NOT the answer! Put in a center divide, reduce the speed limit, have the speed limit enforced, one lane in each direction will be a nightmare!
1763	When road biking that section, I am always fearful of getting hit
1764	When roadwork temporarily closes one lane the highway not only slows down, it becomes unbearable and difficult to calculate timing for meetings or airport arrivals
1765	When the 'cross-walk' area at PineWild/Marla Bay lost the full time flashing yellow, seems the speed has picked up to the point the situation is less safe for both walking and also turning into and out of PineWild/Marla Bay.
1766	When traveling from Stateline to the Zephyr Point Conference Center, I usually go to Zephyr Cove, make a U-turn and come back, because a left turn from the highway is so dangerous (blind curve). But many motorists don’t, and will be stopped in the fast lane. There needs to be a left turn lane for such a busy conference center!
1767	Whenever lanes are reduced to single, TERRIBLE traffic occurs. 50 is critical for many car and truck needs, and that's over 50% of use, which must be prioritized.

1768	Whenever roadwork happens and a lane is closed even for a short distance the traffic backup it creates is ridiculous! People drive too fast and try to cut in when they notice a lane reduction. We do not need a bike lane on highway 50. Get creative like the Round Hill Pines entrance. Maybe a new location for the entrance at the Presbyterian conference, take a little forest service land and widen the road for turn lanes, reduce the speed and actually enforce it. Think outside the box. Taking away a lane is not the way to go! In case of evacuation, emergency vehicles, snow etc we need both lanes!
1769	While I am open to a demonstration, I believe that a) there will be significant impact to traffic during the demonstration and b) with a demonstration there is a higher possibility that conditions will be held over regardless of success.
1770	While I'm in favor of widening and adding turn lanes, I am not in favor of reducing the 2x2 lanes of travel for emergencies and snow conditions. That part of the CMP is insane.
1771	While safety is important, traffic flow is also important. Choking down lanes is not an acceptable solution, no matter how long you "demonstrate" it.
1772	Whomever came up with or drafted this idea is a moron. May I ask for my tax dollars back for funding this nonsense?
1773	Why do you need to know my age. That is a discriminating question. It's B.S. I am not against change! We need more traffic signals and turn lanes where possible. Keep the roadway at 4 lanes. Prohibit pedestrians and bicycles between Zephyr Cove Resort & Spooner Summit. Create a pathway for them up in the forest. Enforce the existing 45 MPH speed.
1774	Why don't you be open and state what the changes are? 2 lanes to one, NO !!!! Left turn merge lanes yes. Round about at 50 and 28, yes.
1775	Why would you reduce the existing lanes for bicycles. Develop a bike path.
1776	Wildfire evacuation and access to CA stateline by emergancy services.
1777	Willing to try anything. Please set up someone to count the cars in violation and the state in which their plate designates.
1778	With 2 lanes each direction the traffic can continue to flow even when a vehicle is turning. So the majority of the time traffic will flow better in both directions.
1779	With more and more residents moving to the area and increasing tourism, changing the highway to one lane would create so much congestion on the roads. Residents from Glenbrook would struggle making it to the stores located at least 15 minutes south in less than 30 if the lines were to be decreased. Recent construction near Stateline that narrowed the highway to one lane proved this reality as there was a massive backup that resulted. I implore those in charge of this initiative to find another way to work toward safer road conditions.
1780	With necessary, extremely effective, and inexpensive yearly crack sealing, the otherwise good roads are deteriorating much faster than needed. Crack repair and sealing extend road lifespan and safety more effectively and inexpensively than all other methods and should be where we concentrate our money and efforts before making these other changes! After this is guaranteed to be done, we can consider these other, much more expensive changes, starting with turn lanes into and out of subdivisions like Lakeridge!
1781	With the amount of traffic, speed limit and concern for traffic during the Rain and Snow seasons we need to keep this corridor open to 4 lane traffic. This past winter proved the need for the full 4 lanes. During the heavy's ow season NDOT had a very difficult time keeping all 4 lanes and ice conditions open.
1782	With the constant "construction zones" we have to contend with now on Hwy 50 this shows what we would have to endure with your proposed road changes forever.
1783	Won't help. Could be dangerous.
1784	Work at Zephyr Point and it's difficult getting in and out

1785	Worried about added congestion on the road
1786	Worried about traffic jams. I been in long delays at Tahoe before.
1787	Worry about safety when turning
1788	Worst idea ever… need the lanes. Expand the road not reduce it!
1789	Would increase traffic congestion and accidents
1790	Would like a bike path
1791	Would like project to be implemented at busiest time .
1792	would like to see safer Tahoe roads
1793	Would like to see what traffic issues it may or may not cause
1794	Would rather “try before we buy“
1795	Wowza, this survey is biased against anyone who doesn't buy NDOT's plans hook line and sinker!
1796	You are intent on lane reduction. I oppose that period. I voluntarily evacuated during the Caldor Fire. Did you? No one who had that experience would support reducing lanes. No one who drives this corridor regularly and sees what happens would support lane reduction. It is a nuts idea.
1797	You are not clear about the project or its negative impacts.
1798	You are not factoring into consideration massive delays this will cause. Even without those of us who live here are held hostage by the influx of people to the lake. What happens if there’s a wreak and only two lanes, my main concern are the kids at Whittell and ZC Cove elementary, I’ve lived here 25 years my family has been here since 1972. The majority of the California drivers drive like it’s the Indy 500, I drive to and from Zephyr Cove several times a day.
1799	You are not taking inconvenience of drivers into consideration. Trust me, traffic will be backed up on hwy 50 between spooner and cave rock if you reduce the number of lanes. There will be a lot of accidents with people trying to pass, etc. or use a bike lane.
1800	You are so ignorant to think there is a issue and lanes need to be reduced. Just look at the current and most recent lane reductions with road construction between zephyr cove and stateline. The back up in traffic was horrendous. You don’t need a study. Just listen to the locals when we all say NO!!!
1801	You are taking away lanes that are necessary. My wait time to get out on 50 is bad now, with one lane it would be a forever thing.
1802	You bureaucrats! Listen to the Residents. There are other ways to increase safety but you have your heads in the sand.
1803	You desire to have one lane each direction which is a disaster in Winter (i.e. snow). If there is an accident, traffic is completely stopped for many hours on a major highway.
1804	You don’t live here
1805	You gotta test the water before you jump in.
1806	You had a demonstration this summer and the traffic was horrendous.
1807	You have already seen the results of one lane traffic and unsafe egress
1808	You have not addressed the root- increase in traffic or when weather is a factor in traffic backing up. You have not addressed what would be done during a natural disaster. Lives would be lost if you narrow the road.
1809	You haven't described anything in this poll. This poll seems like it is designed to obfuscate.

1810	You haven't shown analysis that demonstrates it will work. We are not guinea pigs. Have seen lots of articles about road diet failures. We have a very constrained situation. We are a federal Highway. An alpine /scenic road with significant elevation change through the corridor. All neighborhoods/households enter and exit to Hwy 50. THERE ARE NO ALTERNATE PATHS. When we see lots of articles that indicate how significantly neighborhoods on the alternate arterials are affected by road diets because of the large number of vehicles that are pushed onto their streets due to the changes. IF THERE ARE NO ALTERNATE ARTERIALS, WHAT HAPPENS???? Show us the damn data and stop with the process that simply gaslights those who are asking good questions.
1811	you insist on reducing lanes and not taking other actions that could improve safety. you are worsening safety, not improving it by doing so.
1812	You never know unless you try, I say give it a test.
1813	you never know until you try
1814	You will be cutting down Highway 50 from two lanes each way to one lane each way. With two lanes coming out of the Cave Rock tunnel it now takes me sometimes over 5 minutes to merge left, that will be changed to a disaster once you cut out a lane, What are you thinking? No one that I have spoken to thinks this is a good idea. In summer when our populations increases it will be a disaster causing traffic jams and accidents.
1815	You would have to be an idiot to think reducing lanes will improve safety. Therefore, a demonstration project is worthless!!!!! More speed control & stop lights needed.
1816	You'd have to do it over an entire year….to account for summer traffic, holidays, snow piles pouring over onto the roads.No evacuation plan.
1817	Your changes on lake tahoes highway 28 between incline village and spooner summit have been damaging to the environment (lake) with the bicycle path making bike travel more difficult and better. Bicyclists don't use tge path because of pedestrian traffic. Environmentally expanded parking lots are full with additional traffic parking illegally on private property. Your stated facts on this site are wrong, biased in favor of further lake destruction and is setting the stage for creating a Disney land culture at Lake Tahoe. A few key takeaways from the safety analysis include shown in your site is wrong based upon Federal government studies on traffic patterns. More, better police protection is needed. Cameras with mailed tickets woukd be helpful to protect the environment and tge pyblics health.
1818	Your cure is worse than the disease. Additionally, you ignore the alternative's to lane reduction. Why I do not know. What is your ulterior motive?
1819	Your intention to reduce lanes from 4 to 2 and NDIT's total disregard for local opinion
1820	Your proposal will negatively affect thousands of people living along that route in the event of a fire or other disaster. Implementing it has the real potential of causing many more deaths than have ever happened due to speeding.
1821	ZERO fatalities? Get effing real. That's not a real objective. Reduce to ONE lane? Are you kidding? Apart from slowing traffic to a crawl, you're going to have more danger bc doctors like me that have to get to work will have massive road rage, pass on double lanes, run over stupid bicyclists that have no business on the freeway anyway, and then if there's a fire or need for emergency workers (like me) or evacuations you're screwed. Worst idea in the history of bad ideas; y'all ought to be ashamed and hit yourselves for even suggesting it

I – Round 5 Public Survey #3, Question #12 Responses

Question #12: If there any comments you would like to share with the team, you may add them here.

1	- 50 should remain four lanes - greatly increase speeding enforcement of the 45 mph limit from Cave Rock to Kahle - more traffic lights where turning lanes cannot be added or where otherwise needed - Hwy 50 must remain a major, four lane evacuation route or we will end up with the same situation as the residents of Lahaina, Maui and Paradise, CA
2	-- Fast-track the bike-ped path from Roundhill Pines to Zephyr Cove, or at least Marla Bay. Egress from/to Roundhill Pines bike-ped path is an intense proposition for anyone north of that splendid path. A pathway crying out for continuation. -- Reduce US-50 lanes so turn lanes (in and out) at the Marla Bay Lakeshore Blvd ("Drive") intersection can be fitted. Would be much safer for all users.
3	- it remains four lanes - greatly increased speeding enforcement of the 45 mph limit from Cave Rock to Kahle - more traffic lights where turning lanes cannot be added or where otherwise needed - Hwy 50 must remain a major, four lane evacuation route or we will end up with the same situation as the residents of Lahaina, Maui and Paradise, CA
4	- Please set a hard limit of 45 mph, thank you! - Entering some neighborhoods without a left-turn lane is plainly dangerous due to blind turns.
5	- provide frequent and reliable bus service through the corridor. - provide Class 1 bike lane through the corridor . - reduce number of residential roads with turning access to Hwy 50 unless there is a signalized intersection.
6	1) If you're going to do a trial run of a strategy to improve safety, how about subsidizing an enhanced law enforcement effort? Social media would quickly make it known that the corridor is a place where you will definitely get a ticket if you speed or park unlawfully.
7	1) The only way out in case of emergency. 2) It will cause a bumper to bumper traffic jam daily. This is a fact based on previous experience when
8	1. Microtransit: The shuttle bus system in Sedona, AZ seems to work. You park at parking lots and shuttle to popular trail heads (Zephyr Cove, Secret Beach, ect.) 2. Bike lanes: Its hard to bring trash with you on a bicycle....lets encourage this sort of eco-tourism...stay in SLT and bike to destinations or use microtransit/bike. 3. Communication: NDOT needs to communicate that this will only affect traffic INTO SLT and will not affect evacuations (thats the primary argument against)
9	1. Pedestrian sidewalk beginning at Kingsbury (207) and north to Zephyr Cove would be a great improvement.
10	1. The only area that needs attention is the lack of pavement ice treatment by NDOT in the Cave Rock tunnel on cold days causing unnecessary and dangerous crashes inside the slippery tunnel. 2. Please no more empty public buses whose high costs and massive taxpayer subsidies greatly outweigh any small benefits realized. 3. Better managed and more efficient emergency evacuation of traffic is needed during
11	1. Traffic signals are needed to slow traffic and provide safe entrance onto Hwy 50. Signals are needed at all busy & highly populated areas: Cave Rock Drive, Tahoe Drive (Skyland), Warrior Way, Lake Shore Blvd., and Lake Village Dr. 2. Bicycling along the shore is popular and roadway space is inadequate which puts bicyclists & motorists
12	1. A need of speed sign for awareness in different areas 2. Need pedestrian flashing lights crossing the road 3. Need to monitor the traffic during holidays weeks 4. Need on going awareness of the speed within certain areas when snowing 5. Need some type of awareness when exiting Cave Rock - Drivers usually start to speed - unaware of the
13	1. Difficult to prevent serious accidents with only a painted line separating two cars travelling at a differential speed of 60 MPH (30 MPH in opposite directions). 2. Bicycle lanes need to be completely separated from automobile lanes! Publish the detail plans.

14	2 lanes in each direction! One lane is dangerous for evacuation. Too heavy with traffic and tourist, snowplows in winter. We will have a hospital and event center. NO WAY to lane reduction. Do traffic circle or traffic - light at Lakeview Dr and Marla Bay. Will slow traffic on either side. Install large mirror at the
15	2 minutes longer drive times is well worth the safety improvement. Prioritize safety over speed.
16	27 people testified at the last NDOT public hearing in Carson City' not one was in favor of the Idiotic NDOT plan; bureaucrats at TRPA are also behind this Idiotic plan because none of them live on the east shore of Lake Tahoe; in addition to normal summer traffic. there are now 15-30 logging trucks per day on Highway
17	4 tp 5 months a year there is snow on the sides of the road. Where will you put it with bike lanes?
18	40+ years as a resident. I've seen the calamitous consequences of lane closures and restrictions. To close traffic lanes in favor of bike and hiking lanes would be folly. Very VERY few people commute to work via bicycle. Especially in the colder months (about half the time).
19	50 is a major highway into Tahoe. Reducing lanes will create other major issues including congestion and other types of traffic hazards. Please continue to focus on other options to increase safety including reducing speed limits, adding turn lanes, increase police enforcement, more strict parking along Zephyr Cove, pedestrian crossings.
20	500 characters is insufficient. My full comments will be sent to the CEO of Wood Rodgers (they are liable if this is disastrous due to lack of technical competence) and Gov Lombardo (whose re-election will be difficult if this does not work). Demonstrate to us that you have modelled the corridor using appropriate modeling techniques that will allow a comprehensive evaluation of corridor performance under: max traffic
21	A bicycle path should be away from the highway! Too much vehicle traffic to narrow the road and cause
22	A bike lane is critical. There is no way in and out of many communities in this corridor without using a car.
23	A bike path going to Zepher Cove would be nice to see
24	A bike path would allow kids to safely ride to school like they should be able to.
25	A bike path would be a great addition from stateline to Zephyr Cove area, but not at the expense of changing the highway. It seems there will be plenty of other areas to expand the bike path past RHP beach. Additionally, there needs to be much more parking enforcement, and if the road is narrow to one
26	A bike path would greatly increase safety and add better options for transportation on the east side of the
27	A bike path would increase transportation and recreational opportunities in the corridor. Currently, the highway is the only way to get to many places along the corridor.
28	A bike/pedestrian lane is not a good idea. It would not keep bicycles off Highway 50. It would be dangerous for pedestrians to share with bicycles. WE NEED MORE LAW ENFORCEMENT TO STOP VEHICLES FROM SPEEDING! We need better public transportation and signage messaging reduced speed limit. It works on Highway 447 north of Highway 80. A main problem is that vehicles coming up
29	A center barrier or a center turn line are fine. None of the other considerations are acceptable. Reducing it to a two lane highway would be devastating.
30	A dedicated and protected bike lane is critical to the safety of the most vulnerable transportation users. As can be seen in other areas of the basin, when a dedicated and protected bike lane is provided both tourists and locals use it. This reduces vehicle traffic, improves local business traffic, and is vital to a healthy community. The measure of what this should look like is something that you would be comfortable riding
31	A dedicated bicycle trail should be one of the highest priorities!
32	A dedicated bike lane would be nice
33	A dedicated turn lane into Zephyr Point would be ideal. We often have to make a U turn at Zephyr Cove.
34	A left turn lane into the Zephyr Cove Residential area (Emerald Street) from northbound 50 is critical! Also a lowered speed limit 35 MPH between the Zephyr Cove Resort and Round Hill Pines (heavily enforced but NOT automated enforcement) is also essential). I live just lakeside of the 35MPH curve between
35	A middle turn lane is needed at Zephyr Point
36	A middle turn lane would be very helpful, if possible, to turn into places like Zephyr Point.
37	A new roadway cannot increase traffic on kingsbury grade. I support the new project as long as trucks
38	A One lane road anywhere on 50 creates a traffic nightmare.

39	A one lane roadway around the east side of the lake would create a situation where slower vehicles cause backups or cause people to pass unsafely, risking head on collisions. Enforcement and education could achieve the goals of safety improvements. I am in favor of Class 1 bikeways around the lake perimeter, but
40	A Pedestrian/bike lane separated from the road would be a good idea.
41	A revised proposal has been submitted by Janet Murphy (Tahoe District) to put in a center turn lane, which is perhaps even more important than the speeding. The proposal outlines how the current lanes can be narrowed slightly to allow for the center turn lane. I lived in Germany for many years, where they have electronic speed enforcement. If you speed, with 100%
42	A road diet for bikers who don't use the road 6 months out of the year is foolish. Also, enforcement of
43	A roundabout at intersection 28 and 50 would be excellent!
44	A segregated bike lane is not feasible due to land use limitations and should be dropped. Micro transit might help through part of the Corridor. We must prioritize building a roundabout at 50/28 intersection and either a stoplight or creation of turn in/out at Marla Bay. Leve the rest alone and demand that law
45	A simple change that would improve safety and traffic flow would be to change the lane configurations on Elks Point Road where it intersects with highway 50. Convert the left lanes in each direction to left turn
46	A small increase in travel times (approximately 2 minutes) is worth the significant improvement in safety. Currently, there are very limited bike paths through this area, and no way for commuters to bike without riding on the highway with cars and trucks exceeding 60 mph. If a bike path is added, I would use it to ride to Round Hill Pines resort, to the school, to the library, and would feel comfortable having my children do
47	A solution to the unsafe left turns at the Hwy 28 / Hwy 50 intersection is needed. As for the Tahoe Trail (pedestrian/bicycle path), protecting the privacy and property rights of owners of private property near the trail needs to be fully addressed. In addition, Glenbrook Creek Canyon is a particular risk area for forest fires that would affect Glenbrook; introducing pedestrian/bike traffic along the
48	A transit system that covers the whole lake would be wonderful. Only North Shore and South Shore seem to have addressed this issue. Getting to the Community College at south shore takes 3 buses once I've driven my son to Roundhill.
49	A trial max speed limit enforcement program to see if that would lower accidents before any reconfiguration program. The worse safety measure would be to lower the lanes on 50. The current accidents would pale to the loss of life that would occur in an evacuation with only one lane north bound in a wildfire event. Was nothing learned from the Caldor Fire, Paradise Ca. Or Lahaina Hi. We need comprehensive evaluation
50	A trial period would help demonstrate whether the proposed changes will work or not.
51	A turn in lane to Logan Creek Estates would be very helpful
52	Absolutely absurd to entertain lane reductions on this stretch of Hwy 50. It is the only major evacuation route available to us and we need all 4 lanes. We have been getting a taste of reduced lanes during the road construction here in Zephyr Cove this summer—it's terrible. If you want to slow the traffic…install traffic lights and have law enforcement patrol and ticket.
53	Access to/from Zephyr Cove Elementary School & Whittell High School are top of mind for me....off highway bike paths along the East Shore would be a big win....slowing down traffic and eliminating on highway parking (particularly at ZC Resort & RH Pines beaches) would also greatly help reduce risk. Rumble strips and other means to reduce traffic speed around the curve near the Presbyterian Center
54	Add a bike lane or protected bike path removed from the road.
55	Add a two lane traffic circle at Spooner summit. There is enough land to do it.
56	Add more traffic lights. Add patrolling - let Highway 50 be known as a speed trap. Keep Highway 50 four lanes.
57	Add signage to share the road with bicycles, ban parking on the side of the road at Round Hill Pines and
58	Add sky walk ways.
59	Add traffic lights to slow traffic. Pedestrians and bikes can use forest paths. There is plenty of forest area.

60	Adding traffic signals at Zephyr Height across to Marla Bay/Pinewild & another @ Cave Rock across to Lincoln Park would solve the problems. Lowering speed limit to 40 and police enforcement will also solve
61	Adding turn lanes, roundabouts, traffic lights and center barriers where possible is 100% better than cutting down number of lanes. Speed cameras don't really work because every local travelling the road regularly will quickly figure out where they are and visitors will still be travelling too fast and get tickets. To slow down
62	After the Lahaina and Paradise fires, the need for evacuation routes is vital particularly in summer when the highest number of tourists are here & that's when wild fires occur; you presently have hundreds of Cinderlite and logging trucks between the east shore and Carson City; where is NDORs evacuation plan?
63	Again - narrowing to one lane will not slow drivers who typically drive fast down . That is evident in other two lane areas of the Tahoe basin. Creating traffic in this area by having only one lane is not justified for a bike lane. It is a road for cars as a priority. I am sure the residents in other areas of Tahoe wish they had 4 lanes near them for better access and less traffic . Thank a is also an access area to Carson City and so
64	Again NDOT is asking for popularity contest input on plan it won't let go of. It hasn't done enough analysis to know whether it will work OR whether the downsides will be overwhelming. And there are alternative options that it's ignoring and not presenting to the public. It's really stunning how single-minded NDOT has been about this project for over 5 years. I'm checking "don't need to be contacted" below because at
65	Again, for the safety of drivers and cyclists, bike lanes in both directions along hwy 50 are crucial.
66	Again, PHYSICALLY SEPARATED Bike Lane, it's 2023 we gotta do better.
67	Again, safety first !!
68	Again, the issue all around the lake is lack of enforcement. I've called law enforcement numerous times and have been told they just don't have enough help to deal with these issues. Hire people and fine those
69	Again, there are too many cars and 2 Little Rd. There are cars and trucks pulling heavy loads and construction trucks that seem to never end. I am an athlete and I do enjoy bike lanes, but this is not the place for a bike lane. Also, what happens during snow removal or periods of ice? If anything you need to
70	Again, this idea of having less lanes (going from 4 lanes to 2), will be a disaster and not improve safety. Put in round-abouts in half a dozen places (ie: Zephyr heights, Skyland, Cave Rock, etc) that would slow down traffic and make getting in and out of those locations safer. Many of the accidents are at Zephyr Heights due to speed and a blind curve, round-about there would fix that issue. When 1 lane was closed
71	Again, you don't live here, and getting emergency services will be in jeopardy. Don't worry what tourists want. The residents that own homes here, pay the taxes!
72	Against changes due to causing slow traffic with lane reduction. I have had it take me 3 hours to get from Kingsbury Grade to Zephyr Cove with one lane. Emergency Personnel would have had a near impossible time to get to our neighborhood if they needed. The area cannot handle the amount of cars driving through with only one lane. There have been many times where we have been limited to one lane and each time
73	Alcohol and speed lend to most of the accidents.
74	ALL of the problems on this stretch of roadway would be remedied by either a) Having a fulltime NHP officer dedicated to the corridor or b) stopping every car with a California plate at stateline and refusing entry to Nevada.
75	Also very concerned with unsafe pedestrians on 28.
76	Although I would encourage speed limit enforcement in this corridor, I do not favor revising state law to allow speed enforcement cameras. I worry that the practice could become more widely used than for this
77	Although more costly I would propose installing a concrete barrier at the centerline and roundabouts every 1.5 to 2 miles to allow for access to each side of the road in selected areas. This would slow traffic and
78	Always try the simplest fix first - more speed patrolling and more traffic lights. Keep Highway 50 four lanes. Needed for best evacuations and for emergency vehicles.
79	Any change to the 50 / 28 T section at Spooner should be a RED Light to stop traffic for safe left eastbound turns. The floated "round-a-bout" idea must be avoided as the the reckless and incompetent "drivers"
80	Any changes to this stretch will cause major backup issues effecting all locals that need to travel for any purpose between spooner summit and stateline. When 1 200yard section gets coned off and it causes a 45 minute delay, I can only imagine how bad it would be if more of the road was being "changed"

81	Any pedestrian or bike lanes should be taken from the forest borders.
82	Anything would be great, even just k rails on the double yellow. Reconfiguration maybe even better
83	Around abouts or traffic lights and proper turn lanes should be considered as a first line option - rather than going to ONE lane. Take the data from Gardnerville on potnetial user improvement. Tourists and drunks from the Casinos seems to be the greater issue. Well designed roundabouts will reduce speed. I would imagine ONE lane will be a source of frustration and agesssive driving when one driver holds up the proper
84	Around Lake Tahoe and even in Reno it has been proven that Bike lanes have increased traffic risk, don't benefit the bikers as they don't feel they are safe to use and bring increased fire risk, terrible driving conditions during snowy times and inhibits evacuations when they are necessary. In San Francisco, another tourist destination, they have resulted in business closures and shop lifting. THIS IS A BAD IDEA.
85	As a 50+ year local resident, I am adamently opposed to any proposal to restrict this vital, life-saving evacuation route and impair emergency vehicle access. Having only 2 lanes will exacerbate driver frustration if 1 lane is impaired by slow/broken down rv's, buses, and trucks. Steep mountains surround this area, preventing any other escape options in case of emergencies, including wildfire and avalanche.
86	As a bicycle commuter, Spooner to Stateline is one of, if not the worst segments to ride a bike. High risk
87	As a father and business owner, who lives in Roundhill, I would love to see a bike path that goes from Roundhill to Zephyr Cove. It would be a gigantic improvement to our ability to walk safely in and around our
88	As a full time resident I am strongly opposed to reducing lanes. A bikeway/pedestrian path can only be used for a few short months during the year and will not aid in transportation and will increase traffic. Turning will become almost impossible. The lanes are significantly narrowed during winter snow and ice already, and reducing lanes will make it unsafe. During Caldor fire traffic was backed up with people trying
89	As a full time resident I feel that too much weight is being given to the opinions and perceived needs of the occasional tourist over the concerns of the residents. We need enforcement of speed limits, not bike lanes. It is amazing to me that input is accepted from those who do not live here and have no concept of the every day driving hazards we face as we go about our business of living. Non residents cause most accidents.
90	As a full-time resident of the area, I've experienced the challenges and safety concerns along the U.S. 50 corridor firsthand. It's crucial for our community that we prioritize safety and expand transportation options. Incorporating facilities for pedestrians, cyclists, and other modes of transport would not only improve safety
91	As a local, I have not talked with one other local that actually supports this NDOT lane reduction proposal at all. All of NDOT's proposals seem to be done without the knowledge and support of the local community.
92	As a resident of Cave Rock Estates, I find it almost impossible to cross US 50 at the crosswalk. Reducing the number of lanes will not solve the problem, reducing speed will! Either pedestrian stop lights or warning lights will help solve the problem. Reduction of speed by increasing law enforcement (financially not a viable alternative) or speed cameras speed cameras is a logical solution. Alternatively, creation of
93	As a resident of Round Hill with small kids, it it very dangerous to try and ride a bike to school. It would be great if there was some way to safely bike between Round HIll Pines Resort and Zephyr Cove.
94	As a resident of South Lake Tahoe (which should have been included as a survey category) I travel this road apx 2-3 times a week. Often I see the wannabe NASCAR drivers driving at a high rate of speed and darting in and out of the regular traffic flow. It often sets up dangerous situations for vehicles stopped in the
95	As a resident, keeping open evacuation routes and access for emergency vehicles is extremely important to me. Speeding/reckless driving seems to be the cause of the majority of issues, so I say we address that
96	As Glenbrook residents we've observed three accidents at the Spooner intersection of Hwy 50 and SR 341 in less than three months, but none along the section southbound from the intersection to Glenbrook. I would like to see statistics (dates, times, frequency, and locations) or a map plot of all accidents from the peak of Spooner to Stateline for the past 10 years. Not including changes at this intersection, as well as the
97	As I said above, going North and having to wait without a left hand turn lane, to turn into Pinewild is extremely dangerous. I usually put my turn signal on and slow down way before I need to turn. Multiple people have been injured there that live and reside in Pinewild. People go to fast and are not paying
98	As I said above, if the corridor was only 2 lanes(one each way), it would be much more dangerous. Faster traffic might be impatient and pass when it's not safe-I've seen it many times-scary! I am not in favor of
99	As I said above, more police and ticketing speeders is where to start. I drive five over the limit and get passed like crazy in those areas. It would bring in more revenue to the state as well.

100	As I said above, your survey appears to me to be biased toward getting the answer you want. US 50 should be structured in this area to operate the already heavy traffic most efficiently and safely. It is not a good area for a bike path because of the tight speces. And the travel distances are too long for most bike usage. I'm not against bike touring which is what now happens here. But that would come at too great a
101	As mentioned above, I think it is most important to keep traffic flowing through the corridor especially in times of emergencies and extreme weather. I think the focus on more rigorous monitoring of speed and the addition of more lights to help with some larger intersections would help keep the area safer.
102	As noted above there are other options to reduce speed and accidents, ie: round abouts at Zephyr Heights, Skyland, Cave Rock, Glenbrook, etc. versus lane reduction. Lane reduction is the worse of all solutions and will not accomplish the result needed, but cause traffic jams and huge safety issues
103	As stated above, the roadway in this area needs to be widened, not narrowed, because of substantially
104	As stated above. Build paths for bicycles and pedestrians stop punishing drivers who pay the taxes to
105	As the architect or supporter of lane reduction on highway 50, I must ask, WHERE DO YOU LIVE? Certainly not in Tahoe, or you works realize the absolute absurdity of this proposal. Not to mention the
106	As to the last question, it is important to provide transit. I do not think it is important to provide pedestrian and bicycle facilities. This is a moot thoroughfare. It will never be safe for bicycles and pedestrians. They
107	At no point is an emergency evacuation addressed. Even with three lanes used, the Caldor evacuees barely crawled out of the basin. Recently there was a tragic bus vs car accident at Spooner/28. Lane reduction would NOT have prevented this tragedy. A stoplight would! Lights timed to the desired speed limit would meter traffic flow. Hwy 17 to Santa Cruz has radar signage to warn motorists of excessive
108	At present, it is unsafe to turn into Emerald Street or for that matter, out of it
109	Attacking our roads attacks' the people. NDOT's agenda is likely politically motivated. Hands off!
110	Automated speed detection is dumb. We all have gone through one and slowed down somewhat and picked up speed again. Auto detectors would not make it any safer or easier to turn into Marla
111	automated speed enforcement might work, but much of the traffic is tourist. They will simply speed and pay the fine (or ignore it) so I doubt that will work BUT I'm in favor of trying anything.
112	Automated speed enforcement notices will not work. anywhere you see these flashing and telling you you are going too fast, drivers continue at high speeds and they ignore slowing down. Ticketing at a high cost
113	Automated speed tickets does not give the speeders immediate feedback that they broke the law. that is like telling you child two weeks after the fact that they did something wrong. And speeders that are are DUI
114	Back and forth 2 lane/4 lane corridors will not increase safety…I think it will actually be worse. People will speed and cutoff to save a second before the next narrowing…I have seen it several times this summer with the road work. In the past I might hear 1 to 2 sirens a week, this year several times a day likely due to
115	Based on my observations, the most dangerous behavior on the corridor is related to excessive numbers of tourists coming into Zephyr Cove and Round Hill and parking illegally along both sides of Highway 50. The same tourists also dump garbage everywhere, and show a total lack of respect for our Lake environment. As a year-round resident, I don’t think I should be forced to bear the costs of an apparent
116	Be open to new ideas and look at similar roadways elsewhere
117	Before NDOT makes the ludicrous decision to remove a lane to convert it into a bike or walking path at great expense to the taxpayers, NDOT should implement other less costly and dramatic changes to the roadway to control speed. First change the law and try speed cameras. Second post lower speed limit
118	Before the increase in lanes, travel was too slow & cumbersome. I think the roadways should prioritize cars
119	Before you spend tons of money on reducing the lane and causing more traffic in the area, why don't you
120	Being in a car through this corridor is scary, but being on a bicycles is incredibly scary. What would it take to have protected bike lanes or a bike path through here? Also having some kind of median barrier to prevent head-on collisions would be a big improvement. It’s hard to believe a main Highway with people going so fast and so many twists and turns doesn’t have a
121	Better two way highway
122	Between roundhill and whitell high school there should be a few roundabouts to slow traffic so people can turn. There also needs to be turning lanes into zephyr cove private association and the Presbyterian
123	Bicycle and pedestrian traffic only probable half the year. Current usable trail’s adequate for residents.

124	Bicycle lanes very important
125	Bicycles and pedestrian facilities on highway 50? really? You have 10s of thousand of people who drive here everyday an only few bikeriders, do the math. People shouldn't be riding bikes on highways and freeways. Number 2) Summer is short and winter is long; no one use any bike lane and pedestrian path in
126	Bicycles and pedestrian walkways should be done off the highway on forest land. Additional patrolling, safety lights reduce speed will help with congestion and safety coverage. I do not want the lanes to be
127	Bicycles and pedestrians have no business riding or walking along US 50. As far as left turns, what is wrong with putting in stoplights at designated areas. It would provide people a chance to safely turn into
128	Bicycles do not mix well with motor vehicles. The walkway by Sand Harbor should be extended around the entire lake to allow pedestrians and cyclists a safe place to enjoy the journey.
129	Bicycles don’t pay road tax, car drivers do, we should have priority.
130	Bicycles don't pay road tax. Most bicycles using highway 50 are not ridden by Nevada residents, and are not ridden for anything but the pleasure of the rider. I always give bicycles a wide berth when driving and I don't think we should make it easier for them to travel, at the expense of the drivers of cars.
131	Bike and pedestrian lane is absurd, there are endless places to bike and hike in tahoe, there is no reason to remove one of the few ways residents have to ESCAPE A FIRE. You are stating that impairment is a factor in most fatalities--how does this help? Your survey shows people want traffic lights for better access, not reduced driving lanes. Study goal: how does this promote economic vitality? There will be more traffic
132	Bike lane is probably needed as there are no street lights and you can't always properly see bike riders .
133	bike lanes are a problem
134	Bike lanes are essential. Additional parking and pedestrian walkways and lake access would be amazing!
135	Bike lanes are very helpful but to the extent they incorporate the shoulder, they need to cleared of debris regularly and the pavement can't be allowed to develop cracks or pavement spalling.
136	Bike lanes away from the high-speed cars would be great!
137	Bike lanes for out of state tourists should carry no weight with NDOT. The tax paying residents have Consistently said we don’t want this. NDOT keeps trying to rephrase the questions to get a new answer.
138	Bike lanes have NOT worked well so far around Incline Village, nor Reno nor San Francisco nor Southern CA. Please don’t destroy anymore of NV then you socialists already have. Thank you!
139	Bike lanes in our area should not be part of our road system.
140	Bike lanes just impede traffic. Cyclists rarely stay in their lanes anyway, just making it more dangerous. The size of the roadway isn't wide enough to accommodate either a bike lane, nor a pedestrian lane. For
141	-Bike lanes need to be consistently incorporated throughout the entire corridor. Many road cyclists bike around the lake and will never use the Tahoe Trail--bike paths are designed for slower speeds (road cyclists bike between 20-40 mph on this stretch; bike paths are designed only for speeds up to 15 mph) -New Stinger Trailhead in Round Hill: needs better access, dangerous turns on a blind vertical curve -50/Elks Pt: ped crosswalks need to trigger automatically to be ped friendly yearround
142	Bike lanes! Transit! Fewer giant, dangerous, polluting private vehicles, and the ones there should be
143	Bike path access from round hill to zephyr.
144	Bike path is needed for safety
145	Bike trail would dramatically be under utilized at the expense of elimination of already highly utilized traffic lanes. Excessive speed is serious problem the entire length of Hwy 50 from Kingsbury to Hwy 395. NDOT “solution” only addresses part of the problem. I’m all for safety but aggressive zero tolerance speed
146	Bike transportation is the future.
147	Bikers that ride on the road especially where there is absolutely no n=biking lane is very dangerous. Also as I mentioned the parking on both sides of the road around all of the resorts make for a very unsafe area, especially as people run across the road to cross it. WE NEED BETTER POLICING IN THIS AREA AND SHOULD BE ESTABLISHING NO PARKING ON 50 ALONG THIS ENTIRE AREA AND TOW CARS
148	Bikes are NOT equivalent to cars. Quit the woke thinking.
149	Bikes have plenty of trails and places to ride in the Tahoe Basin. Leave the Highway 50 corridor alone.
150	Bikes have very little place in our limited roadway environment. They are used for recreational only and not really a commuter option. I want bikes banned from our roadway. They are a hazard and an impediment to

151	Bikes on 50 are dangerous. Snow reduces available lanes already.
152	Biking lanes would be great. It is too dangerous to consider biking in this corridor.
153	BRING ON THE BIKE LANES FOR BETTER CLEANER ACCESS!!!
154	Build bike lanes only if you will charge the few people who use them just like car owners are charged. They should pay proportionately - road space occupied divided by number of users. Then let us see if they still
155	Build more pedestrian paths separate from the Highway
156	Building a separate, protected multi-use/bike path should be among the highest priorities. A safe, robust Bike/Ped facility will be critical alongside the lane reconfiguration. When traffic is bad folks will try to beat the traffic by using the path and safety will be the biggest winner, next to keeping Tahoe access, American
157	Building busses to drop pedestrians off at Lake Tahoe's doorstep is not a good idea. It's a bad idea. More pollution, more fires caused by vagrants. Fewer auto lanes will clog fire evacuations. Stop this nonesense. Stop wasting tax payers money with these Disneyland dreams. Go to Florida and drain a swamp then put
158	Can we improve the quality for bikers.
159	Cars stopping to make right and left turns creates dangerous situations at the current speed limits. I would support lowing the speed limit, installing radar signs showing cars their speed, installing left and right turn lanes, or a middle lane for turns. We have too many accidents due to cars stoping or slowing to make turns
160	Cave Rock Park is extremely dangerous to enter and leave when pulling a boat.
161	Cave Rock State Park needs additional boat trailer parking, improved ingress and egress and Sand Harbor
162	cement barrier from spooner to cave rock with breaks for turns and ememgency services - no bike lanes -
163	Center lane barrier in areas.
164	Changed to the roadway could have disastrous consequences if evacuations for fire safety are required . If sad speeding is a concern, put in more traffic lights
165	Combining the bike and pedestrian lanes present to one side of the road would accomplish a working path in both directions in regards to the truly low amount of pedestrian and bike traffic on 50. In severe winter weather there is extremely limited pedestrian, bike traffic . Recently there have several areas along the the 50 where traffic has been reduced to one lane and I have been exposed to up to 20 - 30 minute delays. No
166	Come on NDOT. Throw the baby out with the bath water. There are much easier fixes to any safety issues on Highway 50, like more traffic signals and increased patrolling for speed. Stop the overkill.
167	Coming and going from each entrance to Zephyr Heights is chaos and I'm worried about being hit at high speeds daily. My household would love a traffic light verses lane reductions/turn lanes.
168	coming south, after passing thru the tunnel, there is no longer 4 lanes and there is no median....this is the
169	Complete the stateline to stateline bike trail, move bikes off of the highway
170	Concerns about speeding have always been an issue. Living right off highway 50 where the speeds transition is a huge issue. The speed should be lowered and remain the same through all zones.
171	Concrete barriers in the center except in areas of left turns. Where there is no traffic light at Left turn points, install a blinking yellow light to warn HW traffic. Post DUI checkpoint Northbound prior to
172	Concrete Center-line barrier as on Spooner east
173	Consider a "center divider/barrier" for much of this stretch. It also better addresses "impaired" drivers than a "reconfiguration". Large round-about @ Hwy 28. No need for "bike lane" for most of this stretch. Define exactly where these collisions are occurring along w/primary collision factor to better identify and then
174	Consider implications of wildire evacuations
175	Considering a bike lane, or pedestrian lane in this Corredor is impractical and out of touch with reality.
176	Construction crews this summer have called this stretch of road the worst they've ever seen, there is rarely highway patrol to enforce speed or impared driving from multiple resorts and since the completion I-580 driving habits continue from the 395 intersection to Stateline uninterrupted (i.e. high speeds with no awareness of residental access). We clearly lack the safety precautions of 580, so instead we need to
177	Control the amount of tourists coming to lake tahoe. New event center at stateline is problematic
178	Converting 4 lanes to 2 would be a disaster. Currently, there is one lane traveling south from Elk Point Rd to the StateLine due to construction and during rush hour this normal 5-minute drive takes one hour. No one who has to drive Highway 50 daily would favor this ridicules idea.

179	Couple a road diet hand in hand with transit and bike improvements. Make it possible to bike and ride transit in this corridor, and then disincentivize driving in order to encourage these alternatives
180	Create a bike path through forest land. And, I'm glad you finally sought input rather than just going ahead
181	Create build a bike & pedestrian lane. Reduce speed limits in problem areas.
182	Current speeders and barely off-the-highway parking are highly dangerous. I believe more people will be injured or killed unless something smart is done. I would rather have everyone slow down to the speed limit or, better, a lower limit in the problem areas like the eastbound 50 at Cave Rock which is like a NASCAR event. A few more minutes to get to work is well worth saving some lives and injuries.
183	Curves and reducing lanes is a flawed idea, cameras that provide tickets, extra Police, Highway Patrols and Sheriff's and flashing lights at certain areas would be advantageous to the slow with the speeders. It's absurd to think that reduction of lanes would slow speeders in fact, frustration with the traffic tieups will lead to road rage, anger and potentially people trying to get around the traffic areas and cause additional
184	Cycling & walking path similar to Sand harbor should be added but not in place of one of the traffic lanes. DOT could use their ROW on both sides of the highway.
185	Cycling around Lake Tahoe could be a major tourism draw if it were safer. However as it is, for most of the lake cyclists share a narrow road with cars, who themselves are struggling to handle the mountain roads. Importantly, some people also use their bikes to commute to work along these rods. For the environment and enjoyment of locals and tourists, improving the safety of these roads would be hugely beneficial and
186	Cyclists have many options for trails now and ALL are SAFER than a major highway. Recreation for a few rich people should not impact struggle of workers already faced with longer commutes. Traffic will be awful with single lanes, as we see EVERY TIME road work reduces lanes in this corridor. How many people will
187	Darin Tedford has gone on record with Douglas County stating that the dedicated multi-modal lane separated from the road by a physical barrier is no longer in the plan, either he is lying or you are! Also, NDOT's claim that speeding is the cause of 30% of accidents along the corridor is demonstrably wrong based, on statistical hypothesis testing. I would support turn lanes and Class II bike lanes so long as a 4-
188	Dealing with the idiots of DC is just not possible
189	Dear lord let there be bike lanes in that area, if it isn't changed more people will die
190	Dedicated turn lanes and slower speeds around the curves should improve safety and reduce accidents.
191	Dedicated turning lanes would help.
192	Did we learn anything from the Cador fire and the length of time it took to evacuate SLT? With climate change, we need to keep public safety and evacuation routes a priority when we look for solutions, especially since the Tahoe Basin has very limited evacuation routes out of the basin. In addition, have you ever seen the amount of traffic on hwy 50 during the summer months and holidays? Many times it's solid
193	Disappointed your questions are so slated to one side. You would have served the community better by
194	Disaster evacuation plan is a priority as any change of reduction of lanes would be dangerous. Keep Highway 50 at four lanes for the safety of all. You can use bike/pedestrian lanes only during some
195	Do not change the lanes
196	Do not close any highway 50 lanes, bikes have no business on US NATIONAL HIGH. IN 1964 NDOT DETERMINED THAT THE THROUGH HIGHWAY 50 REQUIRED 4 FULL LAINES. WITH MORE TRAFFIC AND VISITORS THAN EVER, IT MAKE NO (COMMON SENSE) TO REDUCE LANES.
197	Do NOT consider reducing the lanes!!!!!
198	Do not disturb Cave Rock! It is sacred ground for the Native Americans and should not be continued to be developed (bike lane around it, etc) Old HWY 50 needs to remain open for firefighters - not bikers! We don't want a Lahaina repeat.
199	Do not presume that simply reconfiguring traffic lanes will result in any thing .ore than additional traffic congestion. A significant increase in enforcement would be the most cost effective solution in the long
200	Do NOT reduce lanes!
201	Do not reduce the number of travel lanes on Hwy 50. Enforce speed limits.
202	Do not reduce the number of travel lanes. This would be a disaster.

203	Do not remove any lanes from US50. If you're concerned about accidents then put more cops and DUI checks on the road here -- driving under the influence is the main issue for many/most of the accidents.
204	Do not remove the street parking at Zephyr cove. If you must provide an under/overpass to separate
205	Do not restrict vehicular traffic to provide bike or pedestrian lanes. Restriction of vehicular lanes will impact
206	Do not slow traffic down. Speed limits are bad enough already. Makes the commute terrible.
207	Do not take away are lanes! We need them for safety and flowing traffic. We DO NOT need a bike lane. Reduce the speed limit and add turn lanes - get creative
208	do not trust the agency will be transparent, why are we not lowering the speed limit and making turn lanes
209	Do to accidents crossing the center line in curve areas, use cables to separate the lanes. Also lower speed
210	do you have any data from the many times that lanes have been marked off with cones.
211	Don't be selfish or self serving. Don't shut down our road. It's hard enough to get around our home as is.
212	Don't let the naysayers hold us by.
213	Don't make any changes
214	Don't reduce lanes
215	Don't get involved Ina no win bicycle lane it's too dangerous
216	Don't let the concept of a few mare the experience for most other users.
217	Don't take away our means to get around just to add a bicycle lane for the tourist.
218	DOT is so dishonest. This is a bad idea and everyone knows it. How are we still talking about this...
219	DOT plan for 1 lane each direction is no plan. It will not work. Last winter, 4 lanes were reduced to 1 1/2 lanes due to snow. Evacuation would kill many more people. 2 lanes both directions must be retained. Enforce the speed limits!! Pay 2-4 more sheriffs to enforce and save tax payer's millions.
220	Down sizing to 2 lanes will turn us into a Tahoe City which is gridlocked most of the year. It will be a hinderance to Tourism, which is our bread and butter industry. Locals will wind up doing most of there shopping in the Carson Valley Via Kingsbury Grade. It is a terrible idea which will only benefit a few bikers
221	Drive from South Lake Tahoe to the Marla bay/ Pinewild and make the left turn into the developments during a weekend or holiday a few times and you will understand what I am trying to express.
222	Dropping two lanes down to one lane in certain areas is only going to cause further traffic congestion,especially during peak season. Having just recently experienced driving this area with road construction reducing lanes just trying to go a short distance took double the amount of time. Thinking about the winter time up here reducing lanes will add to the dangerous condition as people will sometimes
223	Due to increased traffic I worry that reducing lanes would increase traffic jams. It is already too hard to get around those areas especially zephyr cove beach and roundhill. You need more options for biking that are
224	During construction lane closures in August 2023, we've seen traffic on the 50 backed up for miles multiple times. This alone proves single lanes on the 50 will cause gridlock in Zephyr Cove and Round Hill heading south. This solution long-term is unacceptable to slow traffic / decrease accidents. During snow, it's hard enough to drive on the 50 and reducing lanes / creating turning lanes, the lines on the road will not be
225	Echo summit subject to landslides. Leaving Kingsbury and Spooner as only two exits in an emergency. Four lanes couldn't handle evacuation. Governor had to close east Tahoe due to crowded highway conditions. Decreasing lanes seem foolish to me. Light at 28 and 50 would save quite a few accidents.
226	Eliminate all parking on Highway 50 Restricted to EMERGENCY pkg
227	Enforce speed limits … not the free flow of traffic
228	Enforce speed limits and provide turn lanes to increase safety. Bike, pedestrian lanes make no sense, and
229	Enforce speed. Need bicycle lane or trail Turn lane for Glenbrook. Center divide between spooner and Glenbrook
230	Enforce the posted speed limits. Keep bicycling of this US highway
231	Enforce the speed limit
232	Enforce the speed limit, disallow parking on Hwy 50, especially by the beaches and you will see a great reduction in accidents. One lane each way will cause accidents. Stop this poorly thought out nonsense!
233	Enforce the speed. Enforce no parking on roadway.
234	Enforcement badly needed for speeding a NH d reckless driving

235	Enforcement of speed limits is 100% critical to safety. Putting children and family pedestrians and cyclists right next to major interstate highway is very dangerous. Spooner Summit to beach access, which is WAY beyone Cave Rock, will take HOURS for pedestrians and families on bycicles and tricycles or in strollers,
236	Enforcement of the speed limits need to be applied. Also people parked in the No Parking Zones need to be ticketed. I believe that the majority of people in accidents are not NV locals but tourists, we locals should not be penalized. We pay NV taxes and most tourists & bicyclists do not. NDOT needs to pressure the
237	Enforcing the speed limit on Hwy 50 and/ or lowering the speed limit to 50mph would make it safer. The road itself is well designed and maintained… we do need to maintain its trajectory.
238	Entry to and exit from Hwy 50 at Marla Bay is very dangerous. We need dedicated turn lanes for entry and exit. I would like a bike-pedestrian path that connects Marla Bay to the Round Hill bike-ped path. Path would need to be separated from the Hwy 50 car traffic to be safe. I appreciate the safe paths currently in place at the lake, and they need safe connections to make them far more useful to more people.
239	Even this survey is phrased with a bias. Stop trying to ruin our highway by taking away lanes
240	Everybody is in a hurry in this corridor, They tailgate you to make you pull over to pass you. It is insane. These are not tourists. They are locals who know the road. Or should I say they think they OWN the road. Often they get distracted and cross the center double yellow lines. I have had some very close calls . . .
241	Exiting Martin Dr. from Zephyr Heights is tricky due to limited visibility and improvements should be
242	Extend the center divider, like Spooner to Carson City has already done.
243	Extra lanes for bikes, etc. is a very nice idea, but in reality, it will rarely be used. Locals rarely, if ever, ride bikes midweek and certainly at night and during the winter nobody rides bikes. For those visitors that want to ride bikes, it makes no sense to create a very dangerous situation for the 98+% of the other users of
244	Far as the transit I think we are not lacking. We have a local shuttle/trolley that hops around town from the casinos to zephyr to ski resorts, destination spots on the California side and even to Reno airport. However it hurt to add a couple more bus stops on the Nevada. Far as a continuous bike paths and sidewalks this would be fine as long as it does not reduce our four lane highway to a two lane highway.
245	Figure out how to build a center divide/median like the Carson side of Spooner.
246	find a way to keep away drivers who want to race their cars
247	find a way to slow people down, its like a race track out there, very dangerous, need more patrol now!
248	Find some other way to slow down drivers - cameras or speed bumps or more traffic lights - do anything but do NOT cut down lanes on US 50. If there is a disaster (or rather WHEN there is a disaster), all 4
249	First, this survey is way too simplistic in nature, and a limit of 500 words is dumb. Many of your "Partners" are largely to blame for this current situation. The area is relatively small and is over-marketed by the Casinos and Aramark as examples. We do not have enough road infrastructure to handle the level of traffic we are receiving, and uniquely, no easy/good way to improve on that fact.
250	Focus on the main thing: protecting resident tax payers with an escape route and moving vehicles and employees through the corridor at safe speeds and as efficiently as possible. We bought our house in Zephyr Cove because of the four lanes and not in Incline Village because of the two lanes. We want to be
251	For the reconfiguration plans to work, it would be essential to coordinate and manage the traffic signals from Warrior Way to stateline. During recent road work, which closed one lane north of Kahle, the traffic backed up to Elk Point as the traffic light at Kahle only allowed a handful of cars through, only to be
252	For years there have been crashes in front of Pinewild and Marla Bay - mostly cars heading North making a left turn into Marla Bay / Pinewild and getting rear ended due to no turn lane. It is exceptionally
253	Forget public transit it is underused in every instance and a waste of $. Retain 2 lanes of traffic in BOTH directions, the turn lane idea is retarded. Reducing the number of lanes is similarly RETARDED!!! Forbid parking along hwy 50, the drunk beach goers often park in traffic lanes and stumble too close to traffic! GREATLY INCREASE enforcement of speed limits and parking laws!
254	Four lanes are critical, multi use path is not, especially in the winter. Critical for traffic flow and evacuation. How about writing tickets constantly for speeding which is the actual problem that needs solving. Good

255	Four lanes were and are necessary for a number of reasons. One lane was lost from the inability to push or remove snow due to barriers for several months! Impacted areas were along the Zephyr Cove Lodge/ZC Homeowners entrances, Zephyr Point/Pine wild and southbound 50 after 28 intersection. Lanes just disappeared, cars had no time to merge. Cars impeded traffic due to slow speeds, no chains or 4 wheel
256	Free new parking that is not on the street would make this area easier to travel. Everyone on the road is opening doors and loading/unloading beach gear. This affects the flow of traffic.
257	from north to south. round about at spooner and HWY 28 in favor Bike trail on old hwy 50 to glenbrook in favor added bike trail along 50 from Glenbrook to Cave Rock (on the west side of 50) in favor as long as there is no lane reduction. added bike trail from cave rock to skyland fine as long as we do not lose our existing lanes.
258	From Spooner Summit, the closest public access to the lake is Cave Rock. Using new lanes in this section for pedestrian and bicycle is UNREALISTIC. If people park at the summit, it is a NINE HOUR walk each way to Cave Rock. Or a ONE HOUR cycle. WHO is realistically going to do so, with all their beach and boating gear. No family could possibly use this section for access to lake recreation. Putting families,
259	Frustrated that Douglas County supervisors are overriding NDOT experts who are trying to come up with a solution for this section of dangerous highway. Not your area but banning drinking on the beaches would
260	Fuck the rich entitled assholes (and Californians) and what they think or want. Safety is top priority. I trust
261	Funneling 4 lanes of traffic into two on this highway does not work. It's obvious with the limited construction occurring this summer, resulting in major traffic jams, resulting in miles long backups. Any type of personal non-ambulatory medical issues would be greatly impacted depending on the season, particularly any weekend or holiday period. Residents and workers along this highway already deal with
262	Futher study required
263	Geeze, has anyone on the committee ever heard of Paradise, and now Lahaina? STUPID,STUPID,
264	Get a trail off the road from spooner to zephyr cove that people can walk on. Remove parking on the road sides and make more parking available at spooner lake areas.
265	Get it done need safe turn mode and give bikes and ped safe place to get to their destinations
266	Get law enforcement to enforce the current laws, this includes the current speed limit and the NO PARKING!! Expand the no parking areas around Zephyr and Round Hill. This is the biggest hazard. Highway 50 is a major highway, just look at the congestion when all of south lake was evacuating for the
267	Get real - we need sage left turn lanes from 50 at critical corners, or make people make U turns.
268	Get the bicycles off the road!
269	Getting common transit and walking/bicycle lanes would be great, but not at the expense of car traffic and
270	Getting those cars illegally parked off Zephyr Cove route would be amazing
271	Give up the horrible idea of lane reduction and begin to pursue other viable improvements.
272	Given the horrendous traffic conditions in many areas on the California side of the lake where the roads are inadequate for the volume of traffic, I am against reducing the lanes/capacity of the roads in our area where gridlock does not currently exist. I also believe that a reduction in the lanes/capacity of the roads will
273	Going down to one lane will not improve safety because the traffic it will cause will lead to frustrated motorists being unsafe. It will not create safety for pedestrians trying to cross the street to get to Zephyr Cove or Round Hill. This is
274	Has new Barton Hospital in Stateline + new Events Center traffic demands been taken into consideration
275	Has the team considered round-abouts? They seem to work well in other locales and states that I have experienced; even four lane higher speed expressways.
276	Has/will the study looked at root cause of current traffic accident data and determined if there is a bias towards local or non local at fault? Locals may readily adapt to changes they see regularly but if one time
277	Have spent summers in area for 40years, and have seen many accidents. Very disappointed that improvements have not already been made. Surprised that state has not been sued for failure to provide
278	Having a bike lane or some way to bike from nevada beach to zephyr without putting your life in danger on the highway would be a great improvement. Maybe if you try the 3 lanes, there can be a bike lane too.
279	Having talked to both NDOT and USFS, in my opinion, this is a 'layering' infrastructure mechanism

280	Heading north on US 50, I am scared most times I turn left into Marla Bay. I am less concerned about being rear ended by the car directly behind me, than I am the one behind it. About 1/4 of the times I stop and pull over and stop in the driveway across from the meadow. I wait for traffic rush by so no one will be
281	Help make 50 safe for bicycles. It's not safe at all now. Not long ago all the locals knew that speeding on 50 would get you a ticket. Speeding enforcement has
282	High speeds combined with pedestrians and cyclists makes this a scary stretch for everyone, please make
283	Highest risk are vehicles driving left of center lane. A divided highway, at least at critical curves such as Tamarac Dr south of Cave Rock, should be implemented. Review stats before & after dividing 50 Spooner - Carson. Eliminate shoulder parking. No Ped vs Auto. Reducing lanes of travel and frequent changing of number of lanes in same direction will have a negative
284	Highly favor a big change at Hwy 28 and Hwy 50 at Spooner summit - there are many accidents per year here now. None of your Proposals from Spooner to Glenbrook include an option for a concrete barrier, similar to the Eastern side -
285	Highway 50 must remain four lanes for evacuation and emergency response vehicles
286	Highway 50 will turn into a complete circus if you reduce it from 4 lanes
287	Highways are for cars, you should not focus on bikes or pedestrians. There are paths and quieter roads for that. Highways should be fast, wide, and efficient. Safety that doesn't compromise on those things is fine, but not at the cost of efficiency. People need to work, shop, travel on these roads and you shouldn't be slowing them down or reducing capacity. Please don't try to "reimagine" anything. Even the tests for this
288	Highways that are critical to infastructure and economy of entire region must not be compromised for an elitest few cyclists who want yet more recreation areas. Working residents must be prioritized. Highways need to be used for motorized vehicles ONLY, not children and families or anyone else. Public transit is a
289	Hike & Bike trails should not be shared with the Highway. Reduction of the existing 4 lanes is a bad idea and would likely make things more dangerous to the public. A concrete retaining along the centerline of
290	Holidays create massive congestion now. Reducing lanes would be catastrophic
291	Hopefully there's a plan B or C. I do have an idea but it is very left field and is costly but it could reduce car travel around the lake in a sense. Do like the Europeans and start a rail system that goes around the lake. But now were dealing with TRPA and other agencies. But doing such a project you are now making less travel on roads which means less wear and tear and less traffic and limiting crashes. With less travel now
292	Horrible, twisted survey. There is no need for 'transportation choices" So few pedestrians, zero bicyclists between October and June, and tourists have their cars.
293	How about a sidewalk from stateline to Safeway, Roundhill & keeping this sidewalk clear during the winter. I frequently see people trying to navigate a dangerous situation.
294	How can you have a 2 lane evacuation route on the east shore particularly in summer when millions of
295	How do evacuate in a major fire if you reduce the lanes on highway 50 . Who will be responsible if people
296	How many people that frequent the beaches along the Hwy are from the casino hotels? Has a study been done? Maybe those hotels should have a shuttle service to/from the beach. People park by the high school and library, cross the highway to get to the beach. Dangerous.. People will park there regardless… How can that inevitability be made safer? It looks like a
297	How will the thousands of people living along that route escape in the event of a fire or other disaster? Your proposal is very shortsighted and extremely dangerous. Find another solution!
298	Hwy 50 @ state hwy 28 is far and away the most dangerous part of the Entire Spooner to Stateline hwy. center dividers on downhill portion and traffic control would save lives and help this high impact crashes.
299	Hwy 50 along the east shore is tied with Hwy 50 in South Lake Tahoe/Meyers as being the worst roadway in the Tahoe Basin. It is terrible for car drivers and insanely dangerous for people walking or riding their bikes as they enjoy Lake Tahoe. As a Tahoe local the situation is frankly embarrassing.
300	Hwy 50 between Spooner & Kingsbury has many accidents and traffic backups mostly due to high speeds pushing cars into oncoming traffic even more so in winter icy conditions.

301	Hwy 50 from the top of Spooner to Stateline, is dangerous because of high speeds. Introducing bicycles or runners on this portion of the roadway, is insane. The roadway needs a center median because of the high speeds of vehicles traveling in opposite directions. Narrowing the roadway down to 1 lane will cause back ups and road blockage like what is happening from Hwy 431 (Mt. Rose Hwy intersection north to Kings
302	Hwy 50 is a commercial and auto transport alignment. The few bicycles that use it stay in their lane so no more is needed. A Jersey barrier down the middle with emergency access and maybe an extra signal for crossing. would stop just about all deadly crashes. Most are from drunks wandering into the approaching traffic. The overflow of parking At Zephyr Cove is dangerous. A simple chain link fence and No Parking
303	Hwy 50 is a highway. Walkers and bicyclists should NOT be catered to.
304	Hwy 50 is a major thoroughfare, needed for visitors and workers to travel, and key for emergency evacuations. Highways don't have pedestrian and bike lanes. It needs to be expanded, not have lanes removed! A bike path through the forrest or along the rim trail could be nice, but not along already
305	Hwy 50 is an important traffic throughway and should not have dedicated bicycle lanes or other impediments to traffic flow. There should be NO reduction in lanes which would create additional traffic
306	Hwy 50 is major economic corridor into the basin, with visitors, workers, service vehicles and semis counting on it. We all know it can be a dangerous road, especially in winter. But a divider with turning lanes where practical, would make it an order of magnitude safer without resorting to exotic solutions. The section from Spooner to Carson is already divided. Bicycle is a summer only activity, whereas local and
307	Hwy 50 needs to maintain 4 lanes and we need to slow the traffic in certain areas. Add turn lanes where
308	I hope this can be connected to increased public transportation options to reduce the massive safety issues caused by people parking on and walking on the side of the road by Zephyr Cove. We need a
309	I absolutely believe we should be looking at measures to keep drivers safe on US50, but lane reductions would not be conducive to this. From a safety perspective, I forsee drivers continuing to break the speed limit, drivers utilizing turn & bike lanes to get around slower traffic, & an increase in road rage incidents. From a community & business point of view, this will create increased hardship to citizens that live & work
310	I agree the road is dangerous but a one lane road creating more traffic is not desirable most of the time.
311	I am a 61 year resident of zephyr heights and have commuted to carson and reno. Widening the road with pullovers and a bike path would be beneficial. However narrowing a roadway would be problematic.
312	I am against any changes to the road.
313	I am against any reduction of lanes in all these areas, traffic is already bad enough. I would suggest you find ways to discourage and/or limit the amount of tourists allowed in the area, be it less VRBO's, paid parking lots only. Its ridiculously overcrowded, there has to be a solution to this problem, reducing lanes is only going to create more headaches for full time residents like
314	I am against the change. You will only make it worse. Patrol the area with NHP aggressively and you will solve the problem. Your proposed changes will only create more problems.
315	I am all in favor of safety on our highways and enforcing the local speed limits. From my 10 years here, I rarely see speeders given tickets on HW50 on the stretch of road between the summit and Stateline. I moved here to escape the left-wing progressive CA politics where there are no penalties for stealing up to $900 and virtually no speed limits on I405. The Lake Tahoe area is most beautiful place in the world and
316	I am an avid runner/biker and definitely want to see US50 be safer for this use, but I'm concerned with the proposed reduction in lanes. At peak periods, and during the Caldor fire, traffic already backs up heavily. This will be unsafe for critical evacuation times and emergency vehicles. There has to be a better option!
317	I am an engineer for Placer County based in Tahoe City. I often ride my bicycle through this Hwy 50 corridor on a lap around the lake. I feel the least safe on this section of roadway under investigation, and it is where I have had most of my close calls almost being hit by vehicles around the entire lake. Even a little
318	i am concerned about traffic increases and the result of the increased traffic with poorer driving choices. I think we need additional pathways for certain areas before you start restricting the only ones we have.
319	I am greatly in favor of this proposed trial project. We drive that section of road regularly and it's always concerning. If we drive in the left lane we see cars in the opposite left lane drifting across the double yellow. If we drive in the right lane we have frequent stops due to cars making right turns or having to pull a little too far out into the right traffic lane in order to see enough to pull out. I honestly try and avoid driving this

320	I am in favor of a speed reduction from 45 to 35 in certain zones (Cave Rock to Round Hill perhaps). If properly enforced (and that is key) it may reduce collisions on some of the sharper curves. If a central lane could be added in certain spots and maintain 2 lanes in each direction that would be good. Would like to see a bike lane added off of the highway. Do not want to lose a lane of traffic for a dedicated bike lane.
321	I am in favor of improving safety, but nit lane reduction. Put in a roundabout at top of Spooner-50/28 intersection. Reduce speed limit. Enforce no parking zones near Zephyr Cove. Install permanent center
322	I am in favor of increased safety measures such as more closely monitoring the speed limit, however, I am highly opposed to lane reduction as that will just increase traffic, delays, and possibly fender bender
323	I am in favor of speed traps, cameras, speed bumps, or any other idea to slow people down. By shutting down lanes on 50, NDOT will be responsible for causing unnecessary deaths in the event of a fire! Please do not do it! Another consideration NDOT has not addressed is what happens if there is an accident on
324	I am mostly concerned with the sharp turn and blind drive at US 50 and Cedar Ridge Dr. I have had many, possibly hundreds of close calls in over 45 years trying to get out of Lakeridge or across HWY 50 to lower Lakeride as cars come barreling around that blind curve. Safety improvements are a must at this location,
325	I am much more in favor of physical improvements that are known to change driving behavior and take a proactive stance rather than a penalty driven system of enforcement that will not prevent dangerous driving.
326	I am not against transit. But pedestrian and bicycle facilities are NOT a priority along Highway 50!! Center turn lanes are a critical need, and Janet Murphy has submitted a detailed proposal how we can have center turn lanes, and even a bike lane, by narrowing the current 4 lanes to 11 feet. This proposal makes sense.
327	I am not sure why this alternative was decided on, but I see nothing in the questions being asked that indicate it was anything but cheap and fast. I found that answering the questions not in the way you want them to be answered was intimidating and called my good judgement into question. This is not the kind of solutions that we need. We need a solution that is safe and allows commuters and tourists access to
328	I am open to the idea of speed cameras, but that is a slippery slope as it relates to governmental oversight.
329	I am opposed to blanket corridor changes for localized problem areas of Highway 50. Solve the sled hill parking problem at 28 and either enforce roadside parking at Zephyr Cove or figure out off highway parking. Not sure why Glenbrook is listed as a problem area after reviewing data. I am not a Traffic Engineer but in my opinion a flashing speed sign at Glenbrook and Cave Rock would mitigate this
330	I am opposed to reducing the number of lanes. I am not opposed to getting a connection between Zephyr Cove and the bike path at Roundhill. I do not see the need to worry about bike and walking paths beyond that point. Most of our work force cannot afford to live at the lake and commute from the Carson Valley and
331	I am requesting that NDOT consider lowering highway speeds, as well as installing a dedicated turn lane and a flashing yellow light/pedestrian crossing specifically along this stretch of Highway 50 near the PineWild entrance (Lakeview Drive/Lakeshore Blvd X Highway 50) at Marla Bay. We have been warned about numerous serious accidents, and we have seen/experienced many near-miss accidents, at this
332	I am strongly in favor of a safe way to walk/ride in this area. You have the accident statistics, but I have witnessed many near misses that don't make the count. In addition, narrowing the highway, reducing speeds, and having turn/bike lanes would reduce noise pollution and facilitate emergency vehicles getting
333	I am totally opposed to closing lanes. This is a freeway. Build parking lots and bike and pedestrian paths off
334	I am very concerned about access to evacuation routes in case of fires/emergencies. If the road is reconfigured, it is important that there be a plan to offer additional evacuation routes somehow.
335	I am very familiar with the risks in this area and regularly see the aftermath of incidents in this area. I recognize the need for additional safety measures. I also see the extreme congestion that can occur with even minor impact to the flow of traffic through the area in question. In winter especially, this often creates or exacerbates traffic to an extent which is as dangerous as it is inconvenient. People trapped on
336	I am VERY in favor of installing a roundabout at the junction of Hwys 50 and 28 at Spooner summit. That is
337	I am very much against going from 2 lanes to 1 lane! This is not an acceptable solution.
338	I am very supportive of efforts to reduce traffic lanes to increase space for cyclists and transit. There are others in our community who support this. Look to the Bicycle Coalition and the large critical mass demonstration in South Lake Tahoe. Lake Tahoe is a treasure and we deserve better than a high speed highway separating people from the lake. Evacuation is a red herring used by those who fear any change

339	I am worried about evacuations should there be a wildfire in Tahoe Basin and the road narrowing would be difficult to evacuate. I am also concerned about summer peak travel times increasing, also we may never
340	I answered the last question regarding transportation choices on US 50 as not important at all because the question combines transit, pedestrian, and bicycle facilities into one category. I strongly favor TRANSIT but am opposed to PEDESTRIAN and BIKE transportation WITHIN THE US 50 corridor. We should be collaborating with the US Forest Service and other PUBLIC land managers to create alternative travel
341	I appreciate NDOT involving stakeholders in this. We were very disappointed in the initial moves the NDOT made in proposing "testing" with little notice during a peak time. They key here is communicating with locals and business stakeholders to ensure that we know what is going on and can plan for it. Not
342	I appreciate your hard work. To be frank, I think that the problem is bigger and harder to solve than maybe even NDOT realizes. In my opinion, the only way to solve the problem is to pursue paid entry into the Tahoe Basin and use the proceeds to fund reliable, consistent public transportation. Unfortunately, there are too many people, who have the ear of the Governor and the Members of the Transportation
343	I attended a few of these meetings and questionaires were handed out. I asked specifically to be contacted but that never happened. This has been very poorly run, IMHO.
344	I believe additional public transportation options can be successful and sustainable if they are designed for a variety of users. Modern buses with ample cargo capacity for tourists and other daily commuters could run more frequently and be supported by parking lots at the base of Spooner pass and in South Lake. A majority of traffic is tourist, construction and service related. Could the costs for an improved transit system
345	I believe it is important route from Carson City to Lake Tahoe. Residents & Tourism is year around at the Lake. Keeping residents, tourist safe is essential for everyone.
346	I believe pedestrian and bicycle traffic in this corridor creates more hazard and congestion. Increasing access for pedestrian and bicycle traffic will further exacerbate the safety hazards in the U.S. 50 corridor by
347	I believe reducing the lanes would make it very difficult to enter or exit HWY 50 across traffic. AND I believe this would create a major bottleneck if emergency evacuation were required (Remember SLT
348	I believe that acquiring additional ROW to maintain a 5 lane roadway plus bicycle and pedestrian improvements should be the first consideration and not dismissed out of hand.
349	I believe that lights are needed at all the major accident hot spots.
350	I believe that other options to reduce speeds in the corridor, without lane reductions, should be pursued.
351	I believe that the existing configuration could be dramatically improved just by LOWERING the speed limits in places and enforcing the parking regulations. Starting 1/4 mile east of HWY 50/HWY28 interchange to 1/4 mile west, lower to 35MPH. From Cave Rock to Kingsbury Grade, make the whole thing 35MPH. That way, the average speed will be 40-45 instead of the current 50-55MPH. Ticket (and fine) illegal parking at
352	I believe the safest, most effective, cost efficient method to reduce speed would be to position one or more highway patrol officers near these key areas. It would be more dangerous in the event of an evacuation to reconfigure the main thoroughfare of the basin. It will also impact the many people that use this route for commuting. Adding more time to their already lengthy commute. Especially during peak times. No doubt it
353	I bike, but I also drive. Making two lanes into one would be a nightmare. My family member works in Carson City and commutes daily. He is in the medical profession. His 45 minute travel time would become
354	I can’t imagine anyone being in favor of reduction to 1 lane. Please consider other options, there’s got to be
355	I cannot believe how fast folks drive on this route. It does not surprise me to learn that there are so many accidents. I would love to see police monitoring traffic speeds on this route. I realize this takes away from other police work, but it would not take long before this part of US50 gains a reputation as a speed trap. I would love to see some accommodations for bicyclists along US50 in the study area. It is currently very dangerous to cycle on US50 from Spooner to Stateline.
356	I can't believe we are still dealing with this. NDOT is so dishonest to even keep this on the radar. NO ONE WANTS THIS. SPEND THE MONEY ON A ROUNDABOUT AND DIVIDER.
357	I come to Zephyr Cove Presbyterian Center a couple of times a year for quilt retreats. I’m always very careful watching for the only small sign at the entrance to the Center and when leaving because of the curves, limited visibility (especially coming from the north) and speed of the traffic coming from either

358	I currently feel very safe driving on this stretch of US50, so I do not see the need for significant changes. If the data shows higher accident rates on this stretch of US50, then I would suggest stricter enforcement of speed as the solution. The proposed reduction of lanes will inevitably cause significantly increased traffic delays. Slower speeds within the existing lane structure is the solution. I also agree that prohibiting parking
359	I do agree safety needs to be improved but as a local resident who travels between stateline and Carson city several days a week i feel that lane reductions will only result in increased traffic and congestion. Recent lane closures have resulted in significantly increased traffic to the point where it has an extremely
360	I do not drive much because of the danger of making turns into Marla Bay. (I let my husband drive). I do not want him injured from drivers going to fast and not slowing down.
361	I do not feel that people should be biking or walking on Hwy. 50; it is way too dangerous; cars and busses only should be permitted; there is a trail around the lake for bikers and hikers that is not on the highway
362	I do not think provisions should be made for bikes if they would limit the lanes for autos. One lane of traffic
363	I don't believe biking and walking are important considerations on this road. How about adding a few traffic lights and enforcing the speed limit. Also ticket and tow cars parked illegally on 50. Simple solutions
364	I don't see any bicyclist or pedestrians on 50 except in Stateline but a bike and people path off the road would be better than widening 50. Hardly cost effective though.
365	I don't think bike lands should be a priority Especially since they pay no road tax Motorists pay the tax they should be the priority and it's impossible for cyclists to effectively commute in this harsh mountain environment
366	I don't think bike lanes are realistic in our environment with 6 months of snow, however a middle lane could be a lifesaver. An evacuation plan should be implemented to tamp down the naysayers.
367	I don't think it's a good idea to have single lane. The back up at Kahlo when Frontier were working proved this. Speed is the problem. There doesn't currently seem to be any speed control at all.
368	I don't think redusing lanes by adding a bike lane or lowering the speed limit is a good idea - both would cause extreme congestion into town during peak season. It's also too dangerous to bike/commute on the highway. If there is a need for a bike lane - it should be a bike pedestrian path off the road. Or adding some
369	I don't want to see one lane roads each direction. I would like more turning lanes. Bikes are not a priority because it's seasonal and the winter months are crucial to have 4 lanes. I am an avid bike rider but I stopped riding this corridor years ago, unless it's a very large organized ride. I ride where it is safer and
370	I don't understand how the proposed lane reduction will increase safety. The fast careless driving habits of the visitors will not submit to striped lane restrictions. This will most likely increase accidents and increase the time delays (that have been demonstrated by construction this summer) will impede emergency response time into the neighborhoods. Emergency evacuations will look like the fire evacuation in South
371	I don't want speed cameras that will simply act as another tax. I want safer facilities to allow for alternative modes of transportation. Develop a multi-use path connection from Spooner to South Lake Tahoe, for
372	I doubt speed cameras would change behaviors dramatically, but in addition to the speed cameras, I'd like a 1 lane road, round about or light at N Martin Dr and Hwy 50. I live here full time. I don't think part time residents should be a part of this study since they're only here in the summer months and the snow/ice makes it dangerous in the winter. They're not here to be impacted by Lakeview being closed in the winter
373	I drive this road all the time. The three BIG curves are the problem areas. The roadway needs to be WIDENED at those curves creating a buffer lane, or even a barrier, between opposing traffic directions. Also, access to 50 needs to be restricted on those curves. Several side roads enter 50 right at the blind
374	I drive this route every day, multiple times a day. Every time it goes to one lane for any reason it backs up for miles. There is not enough law enforcement. Everyone is speeding. Illegal Parking on side of hwy is
375	I feel as though the plan keeps changing and we never know what is being suggested. Maybe ndot can look at similar communities and get ideas from them. Also it is hard to listen when no one on the team
376	I feel it is a mistake to mess with the 4 lanes. Traffic will be horrendous . My husband works traffic control for Q and D construction and has been working on the light project at warrior way and says that 2 lanes will be detrimental to traffic flow - there are too many people on the road way and not enough law enforcement and illegal side of the road parking - talk to someone who works on the road see what they have to say -

377	I feel the proposed changes do not take into account full time residents, peak tourism influxes, or weather conditions. I feel most crashes are caused by drunk or impaired drivers which is not reflected clearly in your data. Impaired drivers will still cause accidents regardless of traffic changes, how will this be address and
378	I feel the Spooner Summit/Hwy 50 junction is the MOST dangerous section of this route. Especially turning
379	I feel the team needs to drive up and down all hours of the day from Dec 24th to April to see how the snow is with the traffic from all the people who come up here for skiing with our two lanes that we already have and then drive from July 4th tell Labor Day with the amount of people we have in the summer with our two
380	I feel this will cause major traffic jams, and delays. Also, I feel that there's not a good evacuation route of kids. There is a fire and we need to get out of here with one land in each direction I could cause some
381	I feel to put more stop lights in would help the speed limit.One at top of spooner,cave rock, Marla bay that would still give us four lanes in case of accidents , emergency vehicles need to still get through.
382	I have 35 years of construction experience, a fair amount of it building roadway work. My previous questions/comments have been responded to with what is obviously cut and paste responses. I don't want
383	I have 66 years of experience driving and being driven on US 50 between Glenbrook and South Lake Tahoe. I am alive because US 50 is four lanes and I was able to avoid a head-on collision about 30 years ago. Lane reduction is very ill-conceived and will cause massive traffic jams, especially during snow season. If lane reduction is pursued, rest assured it will be immediately litigated by the deep pockets on
384	I have a larger response to this study. How can I provide this to NDOT?
385	I have almost rear ended multiple times waiting for a left turn or pulling out onto 50 in that area. People drive too fast there for the visibility and conditions especially in the winter. It was also scary to bike or walk along 50 and I avoided it. It's such a great area, I wish it was more pedestrian friendly.
386	I have been a resident from SLT to Coleville, and now Gardnerville since the 1960s. There were many years that Nevada Law enforcement was highly respected. In fact, every time we traveled to Carson/Reno we were on our best behavior as tickets were written daily in this area in question. Now people just do whatever they want as they know our judicial system has become soft as marshmallows. If you want to
387	I have been stuck in traffic between the zephyr cove resort and cave rock due to accidents, fire, and summer traffic. We need both lanes open the entire length in both directions . Bike and walking paths are great, however traffic safety should be the bigger priority. More cars than bikes use these roads.
388	I have been subject to at least 3-4 issues with regard to reckless drivers blatantly breaking traffic laws. The latest one involved the driver waiving at the other drivers who were waiting at a stop sign after he circumvented it by taking rt hand on ramp to 50 W at 28 / 50 intersection, did a u turn on the highway,off the highway , then
389	I have driven this stretch for 45 years, it has gotten so bad I'm afraid to go to work, really worried about my daughter and granddaughter who travel it daily, she will be starting kinder garden next year so i am thankful for the signal at zephyr cove, but it is not enough, need more signals at cave rock and round hill pines, and lower speed limits from kings bury to Glenbrook, and then enforce them, I do not see sheriffs or highway
390	I have heard that there may be a bike lane added to highway fifty which seems very dangerous. If people are seeking better transportation options then I would suggest creating a walking/biking path on either the lake side or mountain side of the highway. Potentially extending the path near the lake by incline. This road is a highway for a reason, its the primary transportation for east shore residents, so decreasing
391	I have lived here 20+ yrs and travel to work on this road daily. I see what happens when a lane is closed. Absolute stand still for miles. We would be trapped in our neighborhood all summer! Reducing lanes would destroy the quality of life for residents and destroy the economy. How would workers get up here and home
392	I have lived in Lake Tahoe for almost 50 years. It snows every month except August. Other modes of transportation are foolish given the altitude, weather, and seasons.
393	I have lived in this area for over 50 years. Whenever there has been a lane reduction due to paving, construction etc. the traffic back up is horrible. Many years ago when I was a casino worker and living in Skyland what should have been a 10 minute drive to work took well over an hour during repaving of Hwy 50. To have to deal with this on a never ending basis would be horrendous. And this was when there was
394	I have lived in this community for twenty years. The four lanes on Highway 50 have worked well during this time. When we have many extra tourist cars, traffic becomes challenging. Eliminating one lane in each direction would cause traffic chaos. It is not a good idea to consider any reduction. Punishing full-time

395	I have no interest in lane reductions. I think single lanes are more dangerous to drivers. This would be especially true in winter conditions. The road as is is fine. Leave it alone. The concrete barrier added between east and westbound lanes from Spooner to Carson City is great. Consider making it easier for the people turning left onto Hwy 50 from Hwy 28. I'm not sure how other than a drastic speed reduction for Hwy
396	I have not heard anyone say they were in favor of the one lane idea. Why does NDOT keep thinking this is a good idea when no one else does? Why do they hide this idea so carefully? Is there a hidden agenda
397	I have not seen any clear presentation of facts that tell me it is unsafe for motorists. I would spend more time enforcing speed with patrol officers and fining people for parking infractions. If the safety concern is
398	I have reviewed the currently proposed highway modifications, and I like them. I concur with the majority of the local residents that excessive vehicle speed poses the biggest threat to highway safety along the 13 mile stretch at issue. However, I'm also concerned about the huge number of vehicles parked along the
399	I have seen in several cities bike trails built and bikes still ride in the roadway putting both bicyclist and vehicles at risk. I am all for bike/ walking trails along side the two lane Hwy With MANDATORY BIKE SIGNS ONLY ON TRAIL. Bikes don't pay vehicle registration therefore should not be driven on highways
400	I have suggested in the past to lower speed limit signs. If you do this, it will reduce accidents. You have now a sign listing speed of 45 mph 700 feet south of the Zephyr Heights south & Marla Bay entrances. A few feet north on Hwy 50 you have a cross walk with on demand lights. At 45 mph how do you expect people to not avoid an accident? Replace it with 35 mph and continue to inform drivers of the the 35 and 30
401	I hope I have made myself clear that I am not interested in changing the corridor to vacillate some pie in the sky ecofriendly vision that some bureaucrat in Washington or even Carson City has of the Tahoe Basin. I am only interested in safety. I am an avid bicycle rider(40 years on a bike) so i would say on the surface you would expect someone like me to love this change. BUT I AM NOT because even though I
402	I hope that you will try lowering the speed limit and hiring a few highway patrol enforcement personnel before spending millions of dollars to implement a demo project and your proposed 2 lane reduction plan.
403	I know that with the TRPS regulartions this idea would never happen but I think Zephyr Cove should be able to increase the size of their parking lot just like Round Hill did. The only stretch of the highway that makes me nervous is during summer when the hoards of people are parking and running across the
404	I know there is a police shortage because society is awful but we need more patrols through the area. I hardly ever see an officer when I have to travel there. It seems like there are no repercussions for speeding and other bad driving. Speeding tickets should be painful for the wallet. A center wall with openings like the
405	I like that the designs incorporate more/safer bike lanes and hope they are kept and not taken out because of NIMBY pressure. Is there a way to introduce public transportation? I also work at Dorla Court, and often bike to work, and the Casino corridor to kahle drive segment is extremely unsafe. There was a great opportunity to incorporate better biking lanes during the build of the events center. The "sidewalks" from
406	I like the changes that have been proposed, especially the addition of turning lanes and a bike lane.
407	I like the concept of reducing the number of lanes, adding turn lanes. I see so many people driving 70mph around these blind turns. Its scary. That and the people getting out of their cars on the highway with
408	I like the current proposal. My main concern is that the segregated two-way path appears to end at kingsbury to the south (forcing hwy 50 crossings). The two-way path should continue all the way to stateline (or at least Lake pkwy in this plan) to provide continuity with future path improvements on the CA side and
409	I like the idea of a bike lane and sidewalk. But giving up two lanes of traffic makes no sense given the
410	I live at Deadman's curve, and would actually enjoy being able to safely get to the lake by bicycle or walking. I know right of way is a problem, but the bike path on Rte 28 is a good example of what can be
411	I live close to the turn off at Marla Bay/Pinewild. The amount of accidents that happen in that particular area is extensive. Since I can hear the freeway, I often hear screeching tires and near misses. There are many pedestrians who cross the street at Lakeshore Blvd from the Pinewild & Marla communities to visit the restaurants, and it is unbelievable how unaware drivers are of the crosswalk. The cars fly through that

412	I live full time in Zephyr Cove. There are very few bikes that travel this section of the road and more importantly no bike traffic for over 50% of the year. I am a biker, but see no meaningful value in a bike lane if it means we have fewer traffic lanes. It would be nice to see a wider shoulder for the few bikes that come through in the summer months.
413	I live in Pinewild complex and a full time resident along with having an office across the street. I cannot tell you how many times myself and famliy members have came close to getting in an accident getting in or going out of my complex. Our common practice currently is to slow down to 20 mph at least a thousand yards when approaching our complex The current situation is extemelt dangerous and needs to be
414	I live in Upper Lakeridge and cannot make a left hand turn towards Zephyr Cove due to the speeding cars that come around the blind curve on the right. I am forced to drive to Cave Rock and make a U-turn safely where I have great visibility. Also, I am tired of cars racing down US 50 and tailgating when I am not driving over 45/50 mph. I am in favor of the speed reducing plans from Spooner Summit to Stateline. It is very necessary to
415	I LOVE the storyboard that shows a trail lane for pedestrians and better parking/access to vista points. I am a cautious driver and the traffic just blows by me. It is very dangerous when the fast driving vehicles
416	I must see the plan to determine if I would approve. I heard rumors that the route will be reduced to a single lane in certain areas, which I feel would make the travel much more difficult, especially in the winter with large trucks, vehicles without chains, slow movement exacerbating an already slow and frustrating
417	I need to turn and cross all lanes of traffic daily to take my daughter to and from school and to get to and from work. My teenage son drives to and from Carson and this is the scariest part of his drive. I heard rumors of reducing down to two lanes, having a center turning lane and adding bike paths on each side of the highway. It seems like this would be safer and also enhance the Tahoe lifestyle of biking as an
418	I question whether the benefits promised by the demonstration project will be realized in the long run or if it will lead to permanent changes that are not well-received. Another concern is if the narrowed lanes can impede the response time of ambulances and fire trucks. This delay could potentially put lives at risk. The recent Caldor fire showed that the roads could barely evacuate the population, and that was with a 4 lane
419	I read that this is not about biking and bike lanes, but man, nothing makes me more nervous driving this stretch of road than contending with all of the bikers. I like that this is a great place for them to ride, but there's gotta be a way where everybody can coexist on the road in a safer way. Maybe if everything slows
420	I run a program for college students out of Zephyr Point conference center. To have bike paths would be a great improvement since the students do not have cars but do have access to bikes. As it stands right now, we do not allow them to walk or bike to Stateline/South Lake because of how dangerous the highway is.
421	I strongly oppose single lane reductions due to congestion, extreme difficulty making safe left turns out of Skyland and fire evacuation. I believe lower speed limits and enforcement is needed. Single lane zones will create speedways to pass in between those zones. This summer has shown these concerns to be real with
422	I support increasing safety and protecting Lake Tahoe, but changing striping on the road doesn't address the problem... limited capacity. Creating multimodal paths that are used 4 months out of year isn't the solution it just encourages more visitors. Want more beach parking or a multimodal path... take the cars
423	I support the efforts to improve safety in this traffic corridor, but if lane reductions create frustration for drivers, this could result in additional accidents/incidents.
424	I think a light at the Spooner intersection would be prudent. Eliminate parking completely on the roadside.
425	I think a way to bike or walk along this area safely would be a fantastic option. I'm also generally in favor of
426	I think constrictions to one Lane on 50 will cause significant traffic congestion and delays. We drive this corridor daily and we only have two concerns about safety: (1) is entering and exiting our Zephyr Cove
427	I think dealing with traffic is a larger issue and should be a focus
428	I think it is unfair to have the opinions of bicycle riders be considered if they are not NV residents, nor live at the lake or pay property taxes. Also they do not use the highway during our 6 month winter period as locals do. We have lived at the lake since 1988 and in Cave Rock Estates since 1989. We have experienced the dramatic increase of tourist drivers and semi trucks etc. I have counted 17 to 30 trucks coming up to

429	I think it would cause more issues dropping it down to one lane each way people will still pass cars and cause accidents. I think they should just have more law enforcement check in the road. I've lived here for over 35 years. I like it the way it is it's going to make it harder for people to to Reno carson I Minden from
430	I think one hast to consider the option of widening the road by blasting into the mountain. The road should have two lanes going each direction and a bike path as well as widen shoulders. One could use Eminent
431	I think one lane each direction and center turn lanes will reduce accidents. I do not want this short section of road to switch from 1 lane to 2 lanes and back again. Keep it one lane through the entire corridor. Short
432	I think parking on 50 should be largely eliminated. Pedestrians on the road is very dangerous.
433	I think public transit options would be great. It also currently seems extremally dangerous for bicyclists in
434	I think reducing 50 to 1 lane each direction with a center turn lane is a huge improvement. No one wants to lose lanes, but the current design is dated and unsafe. Having a safe way to bike would also be very nice.
435	I think some of the "water " money budgeted for Tahoe, should help pay for these road changes. Runoff of fluids from accidents alone should be reason enough.
436	I think that installing a crosswalk at Zephyr cove by the firestation would help solve the issues in that area. Also parking on the street in that area is not the issue, people are very aware of the parking in that area. I
437	I think the current config is generally very safe if people aren't stupid (impaired, speeding, etc.) The one improvement I would like to see is a bike lane between spooner and CR going downhill. There is
438	I think the main reason this corridor is so dangerous is due to drivers speeding like maniacs and wreckless driving. There should also be more ways to turn around and go back to Carson if needed besides just at
439	I think the multi-use paths have been incredibly beneficial and I would like to see a path continue to connect RH pines to Sand Harbor. The number of cars driving up and down Spooner is high enough that reducing the number of lanes would be a very poor choice do to the high volume of semis and RVs that also use the road. I think pushing for automated ticketing would be the way to keep people at a
440	I think the responses provided for the multiple-choice questions of your survey are biased. Those against the project should have been given the alternative to simply say no, without the prejudicial against change
441	I think the turn lane to round hill pines is wonderful. I think we need more large turning areas like this.
442	I think this is a horrible idea, as does everyone I talk to. I urge the people behind this to listen to the public that travels this road every day. You can fix a lot of things, but unfortunately you cant fix stupid. People will
443	I think we need 4 lanes and an overhead bike path. I know it's not cheap but you are underestimating the ability for groups like tahoe.org to raise financing for it.
444	I think we should also build along this highly dangerous area - wildlife corridors so our beautiful tahoe Bears can stop be senselessly murdered by idiots speeding
445	I think you are doing the right thing to try and solve a problem we need help with and I really appreciate all
446	I think you should just leave it as is. The amount of population and the changes you want to make just will make everything worse. The only suggestion is to put a middle divider between the four lanes where there
447	I truly think this is a terrible idea, as a commuter to Reno, this will significantly increase commute time. Also it's not safe to reduce our lanes in one of the only biggest fire exits.
448	I typically have concerns for turning left past the Skyland left turn lane and Cave Rock. There are no left
449	I understand making cave rock one lane, but not the whole east shore. We live in a mixed community that consists of commuters and retirees. Two lanes are important to keep the peace on the road. I drive this route every day, and were there to be an accident, one lane roads would be a nightmare. I don't like the idea of streetlights, but areas that truly need one (NV-28S), I understand. We need bike lanes, and low
450	I understand that this is a complex problem to solve but eliminating lanes seems like a lazy solution. Leveraging negotiation with GIDs, imminent domain and other form of politics should be used to find a
451	I visit the area annually as a tourist. scary roads reduce my interest in visiting this side of the Lake.
452	I want to see transportation around the lake to focus on safety and alternative modes of transportation to enjoy the basin more than maximizing the number of vehicles on the road. If it improves safety, all the
453	I work in the section of highway between Zephyr Cove and Round Hill Pines and I have seen too many accidents here even accidents that have taken lives. I can also say that I have never seen this stretch of highway congested as opponents may claim. I don't see any other choice but to reconfigure the highway.

454	I worked at/commuted to Zephyr Cove from Carson City daily for many years, and this can be a very dangerous stretch of road. I believe a divider wall should be implemented through the area in question (much like the rest of the pass has heading to Carson City). The road feels far safer on the portion that has
455	I worry that changes will lead to more degrading wildlife and scenic of the land. Tahoe is becoming more of a parking lot and less places to enjoy wildlife. Not happy about spooner expansion.
456	I would appreciate a bus from Stateline to Incline with stops along the way. I work at Incline and we take the bus from Stateline. It's a little bit ridiculous that there are no public transportation options from Stateline
457	I would be for red light cameras. A roundabout at the junction to incline. More patrolling of officers, better communications to the residents, a plan to manage tourism and most importantly keep four lanes
458	I would be in favor of a park pass, like Yosemite, where they can restrict the # of non-residents traveling
459	I would be in favor of public transportation around the lake, but drastically changing 50 for pedestrians and bicycles would be detrimental to the (assuming) thousands of people that commute to work each day.
460	I would like for you to stop lying and/or using misleading flyover videos in your materials. This poll is a joke
461	I would like to see a crossing light or tunnel under hwy 50 at Lyons Ave where the crosswalk is located. We have a very difficult time crossing the road and have had many close calls while walking my grandchildren across the road. It is extremely unsafe and many wrecks have occurred in that location. Cars are generally going much faster then the posted speed limit. There are curves in both directions so
462	I would like to see emphasis on making pedestrian and bicycle transportation a safer option throughout the
463	I would like to see more bicycle infrastructure. This section is optimized for cars and bicycle use and
464	I would like to see not only a safer corridor, but also additional bike options / safety measures. Making it easily accessible for bikes will go a long way to reduce cars on the road.
465	I would like to see this done on 207 Kingsbury as well. Bike lanes and sidewalks that are taken care of in the winter and summer. Plowed in the winder and cleaned from sand in the summer.
466	I would love a shuttle to and from Carson City for those of us that want to visit Tahoe and not have to drive.
467	I would love better transit options between Carson City and Lake Tahoe east shore. I have to travel up to the State Parks regularly for work and I've had several close calls with both impatient locals and oblivious
468	I would love to see safe walking and biking opportunities.
469	I would NOT like to see transit nor bicycle offerings. This is a MAJOR connection from the lake to Carson City and further onto Reno. Keep recreation out of sight. Snow is worse!
470	I would oppose anything that creates more of a traffic jam in the area. That angers drivers and makes them
471	I would prefer more police officers to enforce the current speed limits and drunk driving laws. I am not in favor of roadway reconfiguration that would reduce capacity.
472	I would recommend getting federal funds and using the finds to put in bike lanes OFF the highway. Also off
473	I would suggest a stoplight @ Lake View for easier access.
474	I would support the installation of stop lights or possibly a roundabout at Spooner Summit, but not a lane
475	I wrote .y thoughts already above. Don't ignore me and us who live here and travel everyday and in every season. Cyclists want weekends devoted to them alone! They are ignorant of Tahoe's daily living and driving. They don't care about residents, only their selfish hobby. No to reduction of 4 lanes to 2!
476	I'd be willing to try a 35mph zone from spooner to state line. That seems a reasonable "demonstration". 28
477	I'd like to see a 3-lane system, two travel lanes and a center turn lane, with the space saved for wide,
478	I'd like to see the focus be on reconfiguring the intersection of Highway 28 and Highway 50. This is an extremely dangerous intersection, and I've had numerous close calls in broad daylight.
479	I'd love for some of the problems to be addressed. But, I'd also appreciate more consequences/tickets for those parking in wrong spots & driving way over speed limit.
480	I'd rather see installation of a couple of stop lights in key places, a reduced speed limit, enforcement of illegal parking on 50 and more patrol rather than lane reductions. We just have too much traffic these days for single lanes on such a busy road. So many tourists, commuters and shopping/visiting off the hill- that stretch of road would be negatively affected by lane reductions. I think the very scary thought of
481	I'm all for bike paths and hiking trails, however, I believe that these activities need to be separated from a major US highway that transports people and goods to and from California.
482	I'm all for improvement projects in our community however if anything has to do with limiting lanes myself

483	I'm for increased stop lights at busy intersections, roundabout added at Spooner. Against decreasing from 4 to 2 lane highway. Adamantly against that.
484	I'm good with the way it is. The road work at kahle that has shutdown a lane has been miserable. It's been faster to take kingsbury grade from Carson city
485	I'm not against bike lanes per se, but at most they can be used 6 months of the year, and they should not be installed if you're going to change Hwy 50 from 4 lanes to 2.
486	I've been driving this road since the 70s and it's always been kind of worrisome because of varied speeds, blind corners, impairment, cliffs. I support changes for safety and improved use.
487	I've lived on the East Shore all my life and am fine with the traffic flow as it is. Traffic cams might be fine. I really think these lanes and the traffic flow is best with 4 lanes. Thank you.
488	Ideas Zephyr Cove Beach, parking lots on east side of 50 with a walking bridge over US 50 for access. Possibly charge for parking. Install boulders along 50, with thoughts of course about plowing needs. Or maybe a stoplight is more effective? Spooner 50/28 turn, Install stoplight. This will be safer and cause traffic to have a break/ pause in speed.
489	If average travel speeds are far in excess of the speed limit, it's probably because the speed limit is too low. You should do a speed study and set the limits at the 85th percentile or higher.
490	If bike lanes are a priority, impose a tax on tourists who want these bike lanes and use that revenue to pay for eminent domain proceedings to acquire land on the shoulders of hwy 50 and construct the necessary infrastructure. If turn lanes are vital, impose taxes to do the same thing. But do not not take away vital
491	If bike paths/lanes are added, laws need to be changed to force road cyclists to use the bike lanes/paths not the highway. Other parts of the Tahoe Basin have bike paths yet road cyclists continue to ride in the road causing traffic and safety issues for both cyclists and vehicles. Simply adding jersey walls like on Spooner would be a huge benefit. Everyone I know (including NHP and NDOT staff) are baffled why they
492	If NDOT can look at way to partner with agencies to figure our how to connect Stateline, NV to Incline Village via public transit and/or mobility hubs to reduce number of vehicles on the road that would be
493	If NDOT goes through with these unsafe changes, I will be at the forefront of leading a class action lawsuit against NDOT and the local and state governments. I, and my neighbors, have substantial financial means and are represented by some of the biggest and most powerful litigation firms in the United States. We will
494	If on street parking is eliminated then free and convenient parking must be available. I can't transport my
495	If safety is critical, ENFORCING speed limits is place to spend $. To reduce car use for both workers and vacationers, PROVIDING public transit is place to spend $. No one will commute from Spooner Summit to South Lake by walking or biking. Reducing lanes will create significant traffic delays, increasing air pollution from cars. The % of vactioners that can ONLY bike or walk during their time at the lake is TINY. Most
496	If the bureaucrats try and make this one lane I will sue whoever I need to as long as I need to stop it and it will not be limited to the state but to individuals responsible. It the best and way to Tahoe and opens up the
497	If the corridor plan is executed, I will be able to visit the library, school, park, and Zephyr Cove Resort by bike. This would result in fewer car trips and less overall congestion.
498	If the demonstration project relates to safety, then I would advocate for better speed enforcement. As there doesn't appear to be a desire by Sheriff/Highway Patrol to monitor the area around Glenbrook, I strongly advocate the use of cameras. It is a solution long used in Europe and it works. If the demonstration project is meant for bicyclists, I don't see the need. I think the roadway needs to be configured for the majority of
499	If the problem is crossover accidents maybe a center barrier is necessary in more locations If it's speed and impairment are causing issues, more active law enforcement is required.
500	If the roadway was a divided roadway I believe it would be much safer. But I'm sure this has been
501	If the speed limit is reduced to 35mph and enforced, I believe most of the problems would be significantly
502	If the speed limit was ACTUALLY ENFORCED (really feel a speed reduction would be the FIRST thing) things would be better. Speed limit is 45 but people are usually going 60 since the limit has never been

503	IF the speed limits were observed, I believe the road is safe. High speed accidents are often caused by drinking or drugs and winter road conditions. Enforcing the speed limit would create a much safer corridor.
504	if there is a major concern about speeding in the corridor why not hire traffic enforcement personnel, i.e., under the Sheriff's or Highway Patrol. it would pay for itself with the issuance of tickets and when people
505	If there is not enough room for cars to head on pass without crossing the middle line, why, oh why, are cyclists allowed to ride in the automobile lane?? I have not seen any specific mention, feels like there is a
506	If there were more speed cops, after 1 speeding ticket I believe some would actually slow down. Insurance rates would go up for that driver and after 2 tickets in a 6-month period most insurance companies would cancel a driver's insurance. I am sure they would slow them down then. You have to agree. Its revenue for
507	If we have better public transit, then there would be less cars on the road. It would be great if we found ways to incentivise tourists using public transport while in town. It would be awesome if the ski areas ran a bus service out to Meyers, they could do a to/from in am and a to/from in the afternoon to cut down on the
508	If you actually cared about safety, NHP would be enforcing the speed limit and stopping drunk drivers. You sure didn't care about safety this Summer when tourists were parking illegally all along Highway 50. Get the parking off of Highway 50!!! Stop lying and admit this is all about putting in a cheap bike trail.
509	If you are concerned about crashes - why don't you continue the center cement divider that is on the Spooner to Carson City part of Hwy 50? It has successfully reduced crashes. Do what you know will work. Slowing traffic down and creating traffic conjestion may even backfire and cause more crashes.
510	If you change hwy 50 from 4 lanes to 2 lanes you're an idiot
511	If you could build a safe pathway for pedestrians and cyclists as well as incorporate public transit along this
512	If you reduce lanes, how will police, ambulance and fire service equipment get to disasters quickly? Find another way to slow down traffic. Your "safety" proposals could cause more injuries and deaths.
513	If your gonna lower the speed limit to 35 as you did near Zephyr Cove Resort. At least try and enforce it a
514	I'm in favor of trying changes that can improve safety! especially if they are accompanied by better
515	I'm opposed to fewer lanes. I'd prefer to see dedicated turn lanes and lights if necessary.
516	Immediate changes I feel our needed include: - roundabouts at Hwy 28, Zephyr Cove resort, Zephyr Heights n'hood & new convention center; - install bike/walk trail using DOT ROW and access to forest land (similar to Sand Harbor); - outlaw all parking on Hwy 50
517	Improving US50 by widening for safer turning or access is a good idea. Mixing walking, biking and driving in the same R-O-W is a disaster waiting to happen. Removing driving lanes is a public safety issue when you impact the only all weather 4-lane access to Tahoe. Your plans to change the traffic patterns and speed limit on US50 will lead to more traffic on Kingsbury Grade. This will be its own safety disaster.
518	In a meeting you guys had awhile ago the concert center dividers that we're installed between Spooner and Carson solved this issue. Seems like a simple effect solution, plus speed control.
519	In a mountainous area like this "transit" is way too expensive with very low utilization. Make the road safe. Keep bicycles off the road. Treat 50 as the important corridor it is. Remember we have real winters here. And there is a single evacuation corridor in case of fire or emergency, so do no restrict maximum flow rate (at low posted speeds). Enforce speed limits with cameras and with officers issuing expensive tickets.
520	In addition to car-free access to my public library I'd love to see something to make unprotected lefts more safe both for through drivers and those turning. Sudden slowdowns from 45mph to zero seems more dangerous than a nice steady stream of traffic. Public transit through this corridor to Carson City , with stop at Spooner Summit, would really help reduce traffic overall - commuters and recreationalists headed to
521	In addition to the already made comments, I think there should be a traffic light where Marla Bay and Zephyr Heights intersect 50. An old guy like me who drives the speed limit can barely get out of the
522	In addition to the proposed changes, bike lanes should be given a higher priority. Separated pedestrians paths are a needed and welcomed improvement, but to make the corridor useful to bikers bike lanes are needed to make the roadway safe and efficient for multimodal travel. NDOT needs to stop giving the small privileged rich minority that lives along the corridor a
523	In case of Fire in the South Tahoe area this is the only real egress out of the basin.
524	In my opinion, it is more important to have a smooth traffic flow rather than a faster but possible erratic (accident prone). An additional benefit of limiting the number of lanes might be to have protected bike

525	Increase public transit options; create bike/pedestrian paths to keep bikes/pedestrians off the main road.
526	Install a series of timed traffic lights along 50. Her the traffic in and out safely. The timed lighting system will also help control the traffic speeding because they will have to stop at the next series of lights. Currently 50 is a death trap and is to heavily trafficked. Narrowing the lanes will only cause more congestion for residents trying to get to work or appointments. Plus it would be a death trap in an evacuation. Walking and
527	Install more present highway troopers, give jobs to people not machines! Reduce speed and add a traffic
528	Installing automated speed cameras is not going to do a thing for habitual speeders. Even speed bumps in various places would be better. Its the lake! people do not need to be in such big hurry. Speed bumps
529	Instead of changing the law to include traffic enforcement cameras, which will then be used elsewhere in the state and spending millions on trial striping or even putting the plan to action: Use the money to allocate two NSP Troopers to work the corridor during the hours most identified as accident prone. People have spoken about this issue in an overwhelming negative voice, yet you're still trying to put the plan in place. At
530	Instead of going to two lanes, take steps to reduce speeding and impaired driving. You have identified the
531	Instead of screwing up traffic flow to reduce speeding how about increasing law enforcement presence!!!! I rarely, if ever, see a Nevada Highway Patrol vehicle on Hwy. 50 from Stateline to Carson City.
532	Instituting more safety measures to improve safety is welcome but I have not heard of any major safety issues along this stretch of highway. We are not in favor of ANY reduction in lanes. The traffic increase
533	It certainly seems that more concern has been expressed with creating bicycle and pedestrian lanes etc than with a comprehensive Evacuation plan for the entire Lake tahoe basin. AS this area of highway 50 is one of the busiest in the basin this concern should have priority to providing a recreational opportunity for
534	It is a US HIGHWAY...lower and ENFORCE the speed limit.
535	It is a very dangerously area to drive I would like to see the speed limits lowered , Stop signals and or round- abouts and a median in center for turn ,
536	It is appalling to see that NDOT are consistently ignoring the input of residents. This issue should be completely scraped. Labour Day showed that single lanes (due to road construction) are unworkable in this
537	It is critical changes be made to improve safety. Lives are infinitely more important than convenience. As a director and resident of Zephyr Point Conference Center, I witness close encounters on a weekly basis and hear endless feedback from guests and staff who are terrified of our entrance. On their behalf and that of
538	It is critical to make this corridor safer for all travelers, residents and guests to the East Shore. Providing a safe bike lane for both recreation and to reduce the amount of vehicular traffic would is also very important.
539	It is ironic barriers exist in California and other side of Spooner but not on lake side. Fire, EMT and Law enforcement all are in favor but not those with illogical agenda.
540	It is NDOT's responsibility to provide safe, convenient, and comfortable transportation choices for our citizens. The current U.S. 50 corridor as defined is not built to include transportation choices for the universe, i.e. transit, pedestrian, and bicycle facilities connecting destinations.
541	It is NOT okay to make this road anything less than 2 lanes each direction. It would cause major traffic jams on an already busy road. Slowing the speed limit will make it safer without making gridlock traffic.
542	It is obvious that changes need to be made at both the 28/us50 and Zephyr Point conf center access roads. A demo of changes needs to give priority to these 2 dangerous areas before someone dies.
543	It is time for CA/NV to quit screwing around and built a rapid transit system around the Lake to get the cars off the roads. This has been discussed my entire life that I can recall back to the 50's. It seems as a nation
544	It is very dangerous turning into and out from our home. I often feel I am taking my life into my own hands.
545	It seems obvious the people creating these plans do not live or commute in this area. This survey does not address concerns of fire evacuation due to fires nor does it address the parking problems at Zephyr lounge and Roundhill Pines. How is removing lanes or creating roundabouts go to solve these problems?
546	It seems that emergency evacuation is a key issue. If we can have 2 lanes for evacuation out of the basin, and one lane in for emergency vehicles, it should resolve these concerns, even if lanes are delineated for
547	It should be possible to safely ride a bike or walk along this section of Lake Tahoe. When driving, making a left turn nearly anywhere on this stretch is awful.
548	It took 4 hours to get from Tahoe Keys to Lower Kingsbury during the Caldor evacuation. I am very much against any reduction in lanes as even temporary closures have huge impacts on traffic flow from Cave

549	It will create more accidents by reducing the current traffic lines
550	It would be important to see consistent enforcement of speeding and illegal parking.
551	It would be incredible if Tahoe as a whole could move away from prioritizing accommodating cars / being centered on a 'highway' and work to mitigate car traffic, speeding, and other safety issues in favor of more complete streets for bikers, public transit, and pedestrians to enjoy and connect all the way around the lake.
552	It would be nice to have a public transit bus stop at Zephyr Cove Lodge to take one to Round Hill shopping center like existed quite a few years ago The most important thing is to provide a safe turning lane into Emerald Street off Highway 50. Also slow
553	It would have been helpful if this document would have actually described, even very briefly, what the "reconfiguring the roadway," plan actually entailed. Also if the "limited demonstration" does not take place when there is an abundance of snow, the trial will fall short of providing accurate information. Increasing
554	It would seem if you want to make the hwy 50 corridor safer, it would be great to not allow cars to park on the side of the road. There is plenty of forest land that could be used to construct parking lots. The idea of allowing cars to park next to traffic moving 50 mph is totally unsafe and dangerous.
555	It’s a tight corridor. Don’t fuck it up.
556	It’s a U.S.Highway. It’s for vehicles! If people want to take buses that’s fine but this highway MUST allow two lanes of traffic in each direction. Limiting traffic to one lane is more dangerous than careless drivers that stupidly pull out in front of buses when it’s clearly visible. ROUNDABOUT is NOT NEEDED at the
557	It’s not possible to safely ride a bike from Spooner to Stateline or even Zephyr Cove to Stateline - big
558	It’s simple, enforce existed posted speed limits and enforce dangerous wreckless driving and the roadways
559	Its a Highway, not a city street. There are only 2 ways for me to commute for work and with the growing population, we need a solution that puts the Locals at ease, not ADD to the allready frustrating travel issues, such as Visitors STOPPING on the highway, walking in traffic, parking illegally, biking in the middle
560	It's a ridiculous idea that is going to create bottle necks in both directions especially on weekends and holidays. We have already witnessed what lane closures through this area of highway has done to create headaches and traffic during the temporary lane closures from Khale to Kingsbury and through Zephyr Cove where they are working on the new stoplight and water mains. Your demonstration has already been
561	Its all about the ability to get out of the Tahoe Basin in case of emergency. We have seen in Paradise California and again in Maui what happens when there is only one way out and it gets overwhelmed with
562	It's good they're finally putting a stoplight at warrior Way which is the road to the elementary middle school and high school it should have been put in 20 years ago too many kids and people were killed trying to get
563	I've been giving input for 6+ years now. It's time for action instead of more input collection and planning
564	I've been witness to too many fatal accidents between Zephyr Cove and round hill, something has to
565	I've bike the section between Spooner to Stateline many times and have see folks almost get hit and have gotten swiped by someone's mirror myself. I know people don't care about bikes but even when I'm in my car it feels very unsafe. Please stop listening to the vocal minority who don't want to see any changes - they are the people that don't have to commute and have the flexibility to travel in nice vehicles on their
566	I've lived in DC for 30 years and travel this road multiple times a day for both work and pleasure. Sure there are challenges, but the four lanes and open driving are what make the East Shore what it is. Other parts of our region have modified roads and traffic is worse. I feel strongly that there will be more accidents and more pedestrian issues. This area used to be monitored better by NHP and for years locals knew "not to
567	Joe Lombardo will be a one term governor if he does not stop this NDOT monstrosity
568	Just don’t consider installing a high concrete barrier wall with few gaps like on US 50 east of Placerville, CA.
569	Just keep the corridor as it is. As a Glenbrook homeowner, it is hard enough to get out of Glenbrook to go east on 50 with 4 lanes. Unless a light is installed, two lanes would be impossible.
570	Just this past month, for instance, there was a very long delay from Elks Point Rd to Kingsbury with just one lane just to get home! Don’t even want to imagine if the norm was only one lane each way every day!
571	K rails between traffic lanes would eliminate head on accidents. Traffic light at 28 and 50 would eliminate multiple accidents. Traffic lights intermittently would control speed with police visibility and enforcement.
572	Keep 50 4 lanes
573	Keep 50 four lanes.

574	Keep bicycle traffic on the highway, but make room for it via Road Diet, expanding surface to the limits of the right of way, making bicycle-friendly grates, create more room on the west side of the highway for
575	Keep bike Lanes away from the highway.
576	KEEP FOUR LANES! EVACUATION, EVACUATION, EVACUATION.....DON'T DELAY AMBULANCES AND KILL FAR MORE PEOPLE THAN YOU ARE TRYING TO SAVE.....INCREASED PATROLLING FOR
577	Keep highway 4 lanes
578	keep highway 50 four lanes
579	Keep Highway 50 FOUR lanes
580	KEEP HIGHWAY 50 FOUR LANES!!!!
581	Keep Hwt 50 four lanes and enforce speed limits and "driving etiquette" especially for tourists.
582	Keep lanes as is. Reduce speed. Enforce with live officers. Don’t fucking reduce lanes.
583	Keep the road two lanes in both directions!
584	Keep things as they are. Don't limit traffic lanes for cars.
585	Keep two lanes each direction. Add more stop lights
586	lack of fire evacuation routes, impediments to snow plowing during the winter, impediments getting to and from South Shore/California, waste of Nevada gas tax dollars, etc.
587	Lake Tahoe has too many cars on the roads. You can see it in our summertime traffic backups to the beaches, and the illegal parking along the roadways. The only way out of this problem is to get people out of their cars and onto busses, bikes, scooters, e-bikes, one-wheels, pedestrian walkways, and all manners of non-vehicular transit. In order to make those options viable, they need to be attractive and safe. I am in
588	Lake Tahoe is a crowded area. Too many unfamiliar visitors drive, park, sightsee erratically which is a danger to all involved. Police intervention , while extremely necessary, is presently inadequate and unable to patrol and cite so many violators who park illegally along and on the highway. Eliminating parking along the highway is paramount. Providing off highway parking, combined with alternative transportation would greatly improve safety of drivers, bicyclists and pedestrians.
589	Lake Tahoe is special. We don’t need larger damaging parking lots. We don’t need more rest rooms. We don’t need more trash and public waste in our lake. We don’t need more obstructions on our roadways by reducing lanes. We don’t need to make snow clearing more difficult. We don’t need suicide turn lanes.
590	Lake village is very difficult to get in and out of during rush hour. I recommend a stop light. this would also slow traffic down in this area. It's a 35 mph zone. No one goes 35 mph. which makes if very difficult to
591	Lane reduction at Kahle cause backups and delays. Lane reduction would be unsafe and would greatly reduce ability to manage traffic in emergency situations. If safety is a concern, address the root problem -
592	Lane reduction is going to create more congestion and frustration from everyone. Add more stop lights, round abouts, flashing warnings lights around blind turns, safer and more frequent turn lanes, and maybe
593	Lane reduction is the worst possible solution. Having lane barriers as is currently the status from Spooner
594	Lane reductions seem like the wrong solution to this problem. That will create congestion, and be particularly dangerous during emergencies / evacuations.
595	Lane reductions will result in a great deal more traffic. Additionally, I am concerned that increased foot and bicycle traffic will open Glenbrook up to trespassers.
596	Law enforcement needs to patrol Hwy 50 targeting aggressive, wreckless speeders during identified heavy traffic times. Tailgaiting, unsafe lane changes, speeds 15 mph+ above the limit in heavy traffic occur during peak periods of traffic. Traffic enforcement on Hwy 50 is inadequate. Use motorcycle officers during
597	Leave as is, more speeding enforcement
598	leave it alone!!!!!
599	Leave it alone.... Make a bicycle lane away from the highway.
600	Leave the highway alone.
601	Leave us 4 lanes. Add turning lanes like at Round Hill Pines where possible. Widen the road where
602	Left turn lanes
603	Less talking and more doing, once and for all. All the old folks just don’t want anything to change. That isn’t realistic, times have changed and more people are riding bikes as an alternative to cars seasonally. Give
604	Let Douglas county and the highway patrol do their jobs. I don’t believe speed cameras are a good idea as it leads our state down the “because it keeps us safe” rabbit hole. Where does that take us?

605	Let’s narrow to 2 lanes like all other areas of the lake!
606	Let's try increased traffic enforcement first.
607	Limit the number of people visiting the Tahoe Basin.
608	Limiting lanes is too problematic. The lane restrictions for the current road construction has caused some major traffic issues. That is a sign of what would happen if this was permanent. On Hwy 207 the other day a semi that was going 35 mph up the Tahoe side of the mountain. He then pulled over to allow the cars behind to go around him, only to have another semi going 35 mph down the valley side of the mountain.
609	Limiting the 50 in Nevada to one lane on each side would be detrimental. Every time I drive that stretch, a big rig is driving severely under the speed limit. Congestion is going to get even worse if you make this
610	Link the existing trails to the old Tahoe - Spooner road.
611	Look at how to improve the safet f the spooner intersection. Twice cars were impatient and pulled out in
612	Look at SLT bike trails along hwy 50 Significant upgrade to what we have in Nevada
613	Lower speed limit. ENFORCE IT. Do Co could make a fortune between Stateline and Spooner. Most
614	Maintain 4 lanes for disaster evacuation Lack of lanes would cause death and damage like Lahaina and Paradise, CA Use law enforcement to prevent drunk driving which caused the most fatalities. Implement traffic light and caution lights. Bicycling is very dangerous especially in winter in this area The amount of time to use bicycle/pedestrian lanes is very limited due to weather. Enforce the law for those who park illegally on the side of the road and drive beyond speed limits.
615	Maintain the roads first! Crack sealing enhances safety and extends road life very cost effectively! Turn lanes for Lakeridge and Zephyr Heights are critical and along with Roundabouts, keep traffic flowing smoothly and safely! (More lights and intersections are much less effective!) We need bike lanes and lots
616	Make is safer for buses and bicycles!
617	Make it more bicycle friendly, as I do bike there
618	Making a change to one lane in these areas would make it very hard to live there full time. Especially in the
619	Making changes to accommodate bicycles is not good. There’s one bicycle a day that goes through cave rock if that many. Don’t spend valuable space on roadways for bicycles. Thanks Andy
620	Making left turns is very dangerous at any speed when traffic is blocked ahead and you are surprised.
621	Making this corridor safer for pedestrians and bicycles is very important to me
622	managing traffic and safety are essential to protect the Lake Tahoe environment and manage tourism.
623	Many changes get made to roads that don't result in actual improvement. Spooner junction could be improved greatly with a short tunnel under Hwy 50 so that people travelling east on 50 and turning onto 28 can go under Hwy 50 and onto 28 or if coming from north shore, can go under 50, then turn left onto 50. Zephyr is best served by a reduced speed limit (35mph), keeping all lanes OPEN, expanding parking at
624	Many of the fatal accidents I have witnessed on this stretch of road have been due to alcohol. I am somewhat against the automated speed enforcement because I don't believe that will stop someone from drinking and driving. Reduced lanes and a center turn lane are probably the best way to naturally slow
625	Many people use this road, do not do anything to restrict the carrying capacity of the road I.e. reduce lanes,
626	Many times, turning in to Marla Bay , I have had to pump my brakes just to get drivers to realize I am turning. Without a turn lane, there have been many times when I have come close to being hit and cars
627	Mass transit and bike lanes should not be included in the same question. Mass transit is important. Bike
628	mass transit would be great, but it has to be often so the people who work in the basin are able to get
629	Maybe a roundsbout at us 50 and entrance to Lake Village.
630	Micro transit expansion to Zephyr Cove. Bikes off the highway like the sand harbor trail
631	Micro transit is in place and we’ll used and e working well.
632	Micro transit is now in place and working.
633	Mixing cars/trucks with bicycles is a recipe for accidents.. The road is already well traveled, and we need the two lanes on each side to avoid traffic jams, particularly for those trying to get to and from work, on a
634	More bike lanes and a safer corridor!
635	More bike lanes, paths please. Of any type

636	More Douglas county Sheriffs presence would help. Would like to see people pulled over on a regular
637	More enforcement of current rules and traffic laws should be made before shrinking travel lanes resulting in impatient drivers behind slow construction equipment, plows, or accidents. More people will be late to work, school and appointments with the proposed changes. Yet these changes will not stop people from drinking
638	More lights between cave rock and Stateline would slow people down.
639	More parking for tourists. Designated parking for locals so we can actually enjoy the beaches too.
640	More pedestrian and bike friendly options
641	More people are coming to Lake Tahoe every day, which means more congestion. Reducing the number of lanes will increase this congestion and the likelihood of accidents, especlally during adverse weather conditions. History has shown that you increase the number of lanes, not reduce
642	More police presence is needed. Let's get innovative with solutions. Variable speed limits depending on
643	More stop lights at intersections will prevent accidents and slow people down.
644	More traffic signals, speed enforcement and reduced speed limits will remediate the problem - not lane reduction. I have been writing to Douglas County Sheriff's office for years complaining about the excessive
645	More transit, more parking enforcement.
646	Most complaints I've seen to moving forward with existing proposed solution is 1) impact on commute time and 2) evacuation throughput. I would think for most days 1) is a non issue - is there data that supports that? And for 2), is there a way to design flexibility for emergency evacuation use of middle turn lanes etc
647	Most dangerous areas seem to be intersection of 28 and 50 during rush hour and past Cave Rock to Zephyr. Not sure I believe reducing the 4 lanes will help much, traffic already bad, so challenging. Ideal to maintain 4 lanes as long as possible, maybe consider dividers where feasible...dropping from Spooner, etc.
648	Most local residents & especially visitors would not use increased public transport IMO
649	Most of the problems and solutions are directed towards tourists convenience who park along Zephyr Cove with disregard to safety , traffic laws and no parking signs. How about more traffic officers along this area?
650	Most of the road is wide enough for cycling lane to be added and places where not, some effort could be made to do so. I also feel strongly that a round about is needed where Highway 28 meets 50.
651	Most traffic infractions on this portion of the highway are committed by out-of-towners. There needs to be strict speed controls starting at the top of Spooner. The desires of the residents in this area should be the highest priority. When driving this section of road, I notice very few bicyclists; yet, there seems to be a high
652	multiple more lives will be lost under your plan due to slowing down emergency vehicle response times and evacuation confusion. Your plan - no matter what you say - is all about woke bikes being equal to cars
653	My brother lost his home in the Paradise Camp Fire in 2018. The stress of the evacuation, with traffic at a standstill and flames approaching mere feet away, also contributed to the death of his wife nine months later. Stop the speeding, provide merging areas similar to Hidden Woods, and please stop creating more problems than you will solve. Drunk and impaired drivers will still be the cause of accidents on every street
654	My family has been at our home next to Cave Rock for over 70 years. We need more law enforcement not
655	My husband rides his bike in the area when we vacation at Zephyr Pt. but won't ride on that stretch due to
656	My husband was a tow truck driver. Over the past years I can't begin to count how many accidents have occurred in this area. I do not like driving over this summit at all, and would take other highways to avoid Spooner if possible. During the summer months the congestion and resulting accidents from the tourist
657	My main concerns with the success of the demonstration/final corridor design is related to additional safety measures. Besides reducing speeds, it is important to eliminate on-highway parking as it very dangerous especially during peak season combined with driver's high speeds. Also, this consideration can go hand in hand with expanding multi-modal options along this corridor such as more pedestrian and bike lanes, and
658	My major concern, other than improving the safety of travel in these 3 critical areas and overall of US 50 btwn Stateline and Spooner is when accidents/stalls occur. The serious delay/difficulty getting to Carson City for medical appointments, evacuation due to fires, and the overall inconvenience one lane roadway in each direction presents. I am NOT in favor of bike lanes now or in the future on the aforementioned
659	My trips to NV from SLT are for shopping and social activities. Buses do not work well for large shopping

660	My wife lives in San Jose. For their own incompetent reasons, they took a 6 lane major thoroughfare and reduced it to 4 lanes, added a bike lane, and put up plastic poles to prevent turning from shared center lane. Traffic now is like LA, a parking lot and there are NEVER bicycles around. Downtown was changed from 4 lanes to 2 with similar results. Roads were built for cars and trucks. You want bike and pedestrian
661	NA
662	Narrowing HWY 50 to one lane would increase traffic congestion. I believe tourists would still park on the side of the road regardless as evidenced by the new parking at Roundhill Pines.
663	Narrowing lanes and providing a painted divider between directions of travel that could be widened to a turn lane for some of the riskier roads and driveways would be one step in the right direction. A wider protected shoulder for bikes and no parking allowed outside of turnouts or parking lots would alleviate some of my concern with cycling along that stretch. Narrowing the lanes also generally causes drivers to
664	Narrowing the current highway will lead to further disasters.. Enforcing speed limits and improved pull
665	Ndot and TRPA's CMP is irresponsible. All locals know that this is more about bike lanes and continuing to increase shoulder season tourism then safety.
666	NDOT and TRPA's refusal to listen to local residents concerns and constant opposition is an alarming breach of power. The state of Nevada needs to investigate why this proposal has been reactivated multiple times despite strident opposition, demonstrating gross government overreach. This proposal fails to adequately explain how traffic volume will be managed during peak holiday periods.
667	NDOT has been deaf and myopic in its campaign to carve off lanes that were put in place 50 years ago to accommodate traffic then that has multiplied since. This is idiocy, and NDOT's determination to pursue it
668	NDOT has done a fine job maintaining these corridors, especially compared to the nightmare potholed dangerous road surfaces on the California side of South Lake Tahoe. Let NDOT take care of the road and NSP to enforce speed limits and traffic violations. We don't need any additional intrusion into our lives as private taxpaying citizens with spy cameras, empty government transportation busses, or any mandates on
669	NDOT is going to do this anyway, so just prepare yourselves for the lawsuits to come!!!
670	NDOT is on a mission to restrict vehicular access and calm traffic thru measures which infuriate drivers. I understand the goal of zero fatalities but that is unrealistic. If you compare it to education, it is like dumbing down the curriculum so that no one will learn so that no one will fail. Improvements such as walls dividing
671	NDOT is pathetic. How can you possibly think of reducing a high traffic road? Commuting will be a disaster, all for the occasional bike. Talk about the tail wagging the dog.
672	NDOT is too concerned about recreation rather than safety. I have filled out multiple surveys since 2017 and the residents have consistently said safety is the most important objective. NDOT wants to align themselves with the bike lobbyists and TRPA and will not listen to the voters and residents in the areas
673	NDOT needs to take a serious look at emergency access options ALL AROUND THE LAKE. The east and north shore areas are woefully inadequate in this regard--only the US 50 corridor is currently marginal in this respect. And the TTD's efforts to encourage short term rental occupants and day tourists to the north and east shores to enter the basin by providing additional parking are woefully irresponsible in adding to
674	NDOT should be concerned with the dangerous intersection at the top of Spooner Summit where highway #24 crosses #50. Either add a light there OR a round about.
675	NDOT takes the trophy for DUMB ideas! Now we have logging trucks going to Carson City uphill to Spooner, NDOT has no wildfire evacuation plan, in winter we are frequently down to one lane on 50 for
676	Ndot will do whatever the bicycle lobby wants. Planning anything more than an auto corridor will cause overuse in the "improvements" causing overcrowding of the corridor. Just enforce the laws regarding
677	NDOT's focus for increasing safety should be on infrastructure improvements such as installing signals at certain dangerous intersections, grade-separating pedestrian crossings, and installing barriers on sections of the highway to reduce head on collisions. Reducing speeds on the highway is the wrong solution to this
678	Need a left turn lane at Hwy 50 and Lake Shore Drive.
679	Need a stoplight at 50 and Marla Bay/ PineWild entrance to provide safety for both pedestrians and cars
680	Need a turning lane into Zephyr Cove Property Owner's Association area
681	Need all four lanes for commuter traffic.
682	Need better maps to display the changes over the corridor. Will the unsafe parking at Zephyr be addressed
683	Need more NHP. That would help a lot!!

684	Need reduced speeds and patrol presence more than anything. They do this in small towns on 395 south
685	Need tire automatic tire spikes for any speeds detected over 50mph
686	Need to just lower the speed limit, add a few signal controls at critical intersections and not overthink this. Write more tickets with higher fines. Mainly tourists that disregard our safety and speed limits.
687	Need to think of what's best if others roads close we need a way out of the basin. Fire, landslides. Volume
688	Nevadans absolutely do not want speed cameras. Highway 50 needs to be 4 lanes. Decreasing the amount of lanes is absurd and going to make traffic worse. This is a solution to a non-existing problem.
689	No comment
690	No one will use public transit and bikes to work. We have too many ch to bring with us and the distance is too far. This is an evacuation route. Need all lanes and the some.
691	No other comments, except that the heading to this response area is missing a verb. :)
692	No parking areas need enforcement
693	No reduction of lanes in both directions.
694	No traffic circles please!! People don't know how to use them safely. No merge space is left open, 90% stop and won't merge even if I leave them space.
695	Nobody (or hardly anybody) is commuting to work on bicycles in this area. If they were, it would only make (minimal) sense during daylight hours for less than half the year. There are plenty of great options in the area for bike riding other than US 50. Better speed limit and parking enforcement, especially around the chaos of Zephyr Cove resort, would enhance public safety substantially. We call about parking violations
696	Nobody rides the bus in South Lake Tahoe. Everybody drives. As a biker myself, Very few Bike are ridden on I 50 as there are numerous mountain biking trails all over tahoe. Any biking lanes will not be used for 6 months out of the year due to snow. Additionally, it is insane to put dedicated bike lanes(suicide
697	Nobody should be parking along the sides of 50 anywhere; especially at RoundHill Pines Resort.
698	None
699	None to offer
700	Not in favor of any lane changes. Use law enforcement to slow traffic
701	Not much of a need for pedestrian or bicycle lanes in these areas. I'm in favor of the Jersey Barriers like they put down Spooner. I agree they are ugly but they sure save lives.
702	Not only is the US50 dangerous for driving, but it particularly bad for cyclists. It's a shame because the Tahoe area is an otherwise incredible place to ride a road bike, but the east shore is terrifying. I think it
703	Note my previous comment on reasons.
704	On highway 28's new bicycle path, bicyclists don't use it most of the time because it's congested with walking traffic and highway 28 is now worse for bikes because of the increased density of tourists. And illegal parking on private property has increased and parking lots, covering the lakes draining areas have been damaged by expanded parking lot asphalt coverings. What are you people thinking? Is not quality of
705	On the east shore there is no need to connect destinations except possibly from Nevada Beach/Elks Point to Stateline. Nobody in Glenbrook is going to take public transportation or ride a bike down to Stateline. Before you start planning for services and infrastructure that will not be used, you might want to understand the potential users. Have you conducted surveys of east shore residents to see who if anyone would
706	Once again, I beg you, only 2 lanes is not a good idea for the amount of traffic this road has to handle. Two lanes means we can't get out. Two lanes means it will take me hours to get to the airport. We need a safe
707	One lane, in each direction, is a BAD idea! Wider lanes, with a large center lane, think turning lane width, that separates eastbound and westbound traffic would help A LOT of the head on collisions that occur in
708	One of the dumbest projects I've ever heard of. Please use the resources and time to do something useful.
709	Opposed to bike lanes. Turn lanes in high traffic areas, like how it is currently configured at Glenbrook
710	Opposed to reducing the amount of traffic lanes in this corridor.
711	Other than road bikers I do not see who would ride their bikes along that entire route. The road bikers will remain on the highway if it is a similar bike trail to other areas around the lake.
712	Our family is all for safety, but reducing lanes is a no go. It's likely to hamper safety in the event of a mass exodus, increase traffic jams and push more traffic over Kingsbury, which would make that road less safe.

713	Over the past decade, especially over the past two years the number of crazy fast, unsafe, inconsiderate drivers has increased dramatically. I have witnessed drivers passing cars over the double yellow lines facing oncoming traffic, tailgating feet behind cars, weaving erratically and basically driving so dangerously that I have pulled over to get away from them. I have been driving Round Hill to Carson and back for
714	Over tourism is the key factor to the problems on highway 50. Too many people that are only interested in money have made the decisions that affect the lives of the residents without ay consideration. it is time to impose much higher TOTs and higher Taxes on STRs. Other options could be making the section a toll
715	Painted lines that glow in dark. Better than light pollution in dark areas. Also more enforcement and increased price for ticketing of roadside parking in known congested areas, especially during peek tourist
716	Parking along highway 50 is a hazard to both people on the highway and parked to the side. This can
717	Parking along US 50 must be eliminated, Period! This is a law enforcement issue, hello Sheriff Coverly. Public transportation needs to be improved, Hello TTD. Off highway bicycle routes would make US 50
718	Parking should be aggressively addressed, if someone is in a no parking zone, ticket & tow, immediately. Speed, distracted & impaired driving play into accidents, stronger law enforcement presence is needed.
719	Parking should not be allowed on Highway 50, kids dogs people wonder out into the traffic area. It is a real hazard. every year we see major accidents due to people on the highway! Thanks
720	Parking, bike lanes, turn lanes - all are significant issues.
721	Pedestrian and bicycle facilities should not be incorporated into the highway as multi use LANES. Pedestrian and Bicycle facilities should be separate PATHS connecting to the various other PATHS in the
722	Pedestrian and bicycle paths are not feasible on 50 with out using eminent domain to take property for the paths that need to be off the Hwy, not right next to it. IE the path to Camp Richardson is a perfect example of what should be done if you want pedestrian traffic on the south east shore. Using the road way is dangerous and the people who bike around the lake now will do so in the road and will not use a bike path
723	Pedestrian and bicyclists are a continuing hazard along Hwy 50 (to themselves and traffic swerving to avoid them). There should be bike/walking paths in areas of high use, such as Zephyr Cove.
724	Pedestrian and bike access is ok, but 50 is primarily used to connect Carson, incline, and Reno to south lake. Reducing this to a single lane at any stretch between 395 and south lake is nothing short of near sighted, will result in much heavier traffic in wintertime, and will result in more frustrated drivers taking
725	Pedestrian and bike traffic is not only hazardous to them but also tocars that slow or stop in the roadway One car lane solved all the hazards. In case of emergency evacuation open up turn lane or a bike lane
726	People already can't seem to drive along the corridor, and so by reducing it to one lane in each direction, it would dramatically increasing travel times. I don't think we need a different roadway configuration, I think we need more enforcement for when people are bumper to bumper in no parking zones, or decide to take
727	People are not going to ride buses or bikes to travel Hwy 50.
728	People do not come here to bike or walk on the road - they are not the priority. Control the speed and get parked cars off of 50. Make a paid daily lot for Zephyr Cove Resort and build and an under road walkway.
729	People do not travel to tahoe using public transportation. There are few options and they are not well used. Uber and personal cars are mainly used. Their are tons of bike trails all over South Lake Tahoe and a
730	People making decision need to live in affected area and travel it constantly. People making decision who never or rarely travel it do not understand traffic in that area. This route when SLT was evacuated because of recent fire was dead standstill with two lanes going to Carson. Only one lane would have “never” got
731	perhaps more highway patrol presence would reduce excessive speeding.
732	Personally it would never work to have 1 lane in each direction with the current traffic flows in this area on a normal summer day and on peak holidays it would cause miles long backups. Frontier recently closed 1 lane heading south from Elk Point road to Kahle road and the back up was over a mile, this type of 1 lane restriction would cause havoc. Rather than petition for cameras, Enforce no parking on 50 by Round Hill
733	Please also include pedestrian crossings and stoplights for Zephyr Heights off of N Martin Drive and Lakeview that are triggered by an actual car trying to turn. Please make sure path is shared use and people can walk with strollers and dogs and not be run over by bicycles. The actual residents of Zephyr Heights want the center turn lane. Those that don’t live in Glenbrook and Cave Rock and want to continue
734	Please consider adding traffic lights for entering/exiting 50, such as entrance to Skyland and Round Hill

735	Please consider roundabouts at the dangerous intersections to slow down traffic - do not think closing lanes is in the best interest of the community. As a former resident of Stateline for 19 years am very aware of the dangerous areas. Also, a traffic signal or roundabout would be good at #50 and #28. Something
736	Please consider speed control by ticketing those speeding and keep all 4 lanes open. Early morning or from 3 - 6:30 are the heaviest traffic times with trucks/semi's speeding. Have patrol cars available to ticket
737	Please consider the people who live and commute on these roads taking lanes away will make everyone angry and aggressive. When people are stuck in traffic they go even faster and take more risks to get
738	Please contact SNC foreman Steve who oversaw the construction project in Lincoln Park this summer, frequently closing one lane of traffic. He nearly died, his crew members at risk as well and one of their trailers crashed into. He will give you a first-hand, non-biased analysis of this section of road along with his extensive experience in construction. Downhill acceleration with limited sight from both directions and over
739	Please continue to pursue a road diet and bicycle infrastructure along this corridor.
740	please create protected left lanes or round-abouts for the residential neighborhoods. Please do not reduce the four lanes to two lanes. I want to see a safe venture for bicycles and pedestrians sometime in the future but not at the risk of safe evacuation or miles-long traffic. On the evening of Friday, September 1, southbound traffic was reduced to one lane at Kahle for municipal maintenance. That was a perfect
741	Please do not make highway 50 a 2 lane street, people will die during fire evacuations.
742	PLEASE do not reduce this corridor to 2 lanes! Traffics gridlock and head on crashes will increase.
743	Please do not restrict the lanes. Focus your efforts on other safety improvements.
744	Please do something about the intersection at 28 and 50 at Spooner. I would like to see a traffic light
745	Please don't put us in peril to appease a few people!!! If our main road out is too small for a safe evacuation that includes residents and tourists both, and also if our day to day drive means sitting in traffic,
746	Please don't reduce the number of travel lanes. Though by doing so would probably reduce the speed down to 0-15 mph due congestion. Stop and go traffic only results in more aggressive driving.
747	please explore ways to get people out of their cars by creating pedestrian access roads and walkways, and
748	Please find a way to connect the East Shore Trail which will end at Spooner, to the South Shore. The East Shore lacks connectivity to South Shore without having to get in you car. Our family would love to be able
749	Please fix the 50 corridor! I hear crashes probably once a week and staff here at Zephyr Point respond.
750	Please give local residents opinions extra weight as single lane backups and traffic jams could really impact the residents quality of life on a daily basis.
751	Please improve access to transit and active transportation options. The more people we can get out of their personal cars the better. The easier you make it to take the bus/ride your bike the more people will do it and the safer the road will become for all its users. Collaborate with TTD to establish a transit-only lane to
752	Please improve safety of bicycle travel!!
753	Please incorporate and increase bicycle lanes and awareness signage. A separated path from the highway
754	Please leave the road as is.
755	Please leave well enough alone.
756	Please listen to the full time residents who have traveled these roads daily for years. Enforce the current speed laws & use if alcohol & drugs currently at the public beaches which have been taken over by the tourists. Residents are not able to enjoy our beaches. NO PARKING SHOULD BE PERMITTED ALONG
757	Please lower speed limit and enforce it
758	please make our roads safe again. please reduce lanes to reduce speed in the dangerous areas
759	Please make the highway safer. My kids will be driving to school soon.
760	Please make this road safer!
761	Please make Vikings road at Zephyr Cove Elementary and high school area safer.
762	Please move forward with this study and the ultimate plan. Several folks objecting don't live on the impacted stretches of toad and have no interest in improving safety, transit options and access in this area. If available I would use a shared / segregated and safe multi use path year round. Any such path should include bikes (including e Bikes, scooters, walkers, runners, and allow dogs). Thank you for working to
763	Please please please do something. Your jobs are to make the roadways safe, not listen to people with no real knowledge of road design. THANKS FOR ALL YOUR HARD WORK.

764	please reduce parking/pedestrian traffic as part of this proposal; parking along the hwy near zephyr cove should be eliminated. require Aramark to provide transportation from the highschool (weekends) or other offsite parking. pedestrians play frogger on that roadway and many are intoxicated after spending the day at the beach; its silly.
765	Please save us from the tyranny of the personal vehicle!
766	Please see comments above.
767	Please seriously look at how the communities along this corridor will be negatively impacted !
768	Please stop trying to subvert the will of the people.
769	please... a roundabout at Marla Bay/Zephyr Heights would work as well as the one in Meyers!
770	Pls work with communities & land owners (ie NFS) along the corridor to understand usage, safety, etc. For example, every day in the winter our community residents (Zephyr Heights) risk their life entering/exiting onto HWY 50. People drive too fast and their are no safety measures (stop-light, turning lanes, etc). Also, the NFS took away the bicycle path entrance from HWY 50 with their latest project and now if I want to bike
771	Police it and word will get out that this area is a no speed zone, you will get a ticket if you speed!you used to do this between Kathleen and Safeway and everyone new not to speed. At least our locals.
772	Post more speed limit signs . Leave the four lanes and there is still room for turn lanes .
773	Present configuration is unsafe and needs safety improvements as to ingress and egress on HWY 50. This beautiful area with all the curves and scenic views is presently unsafe with both vehicles and bicycle traffic. Being a resort area and the nearby casinos where lots of alcohol is consumed highly enforced speed limit controls should be enforced. I have always strongly felt that where alcohol is allowed to be served there
774	Prioritize pedestrian/bike safety improvements! I use the crossings of Hwy 50 at Elks Point Rd and at Kahle Dr frequently and they are very unsafe!! At Kahle Drive you can't access the button to activate the crossing from the sidewalk and it is often blocked by snow in winter! Make these trigger automatically! Also have the pedestrian walk light activate a few seconds before the light turns green like what they are doing on the CA
775	Prioritize safety over speed
776	Prioritize Safety Over Speed
777	Prioritizing speed over safety is nonsensical. A few minutes of drivers' days is not worth it to keep the road unsafe for all users and preclude anyone without a car from the public roadway. Speed kills and cars kill -
778	Prolonged delays could cause other problems Do these accidents happen more around holidays with pedestrians crossing illegally maybe a greater police presence on those weekends would work better
779	Provide a turn lane into Zephyr Point Conference Grounds
780	Provide large overflow parking areas with modest fees and shuttle buses to Zephyr Cove and Round Hill beach areas. Unfortunately the topography of this stretch of 50 does not lend itself to the addition of
781	Providing safe access is very important to me, however at what cost? What’s the statistics on the number of bikes that are on the road, the number of accidents that occur, the number of bikes that will actually travel in the bike lanes versus wherever they want, how easily we will be able to get in and out of Tahoe. It’s almost nearly impossible now. It is a shame that the people that live in Tahoe have to be forced out of
782	Providing turn lanes for entering the roadway from side streets is important and providing bike lanes is also important to improve the safety of this road. It is also important that the roadway provides fast, and efficient transportation to and from Lake Tahoe. This is a primary route for employees to get to and from work. Impacts to travel time should be very minor based on the currently observed speed on this road section.
783	Public transit is poor in the entire basin. You could see the backup that reducing lanes caused during the traffic light installation at Warrior Way and work being done at the old Lakeside. There is minimal ped/bike
784	Public transportation makes no sense from cave rock to spooner. From stateline to zephyr or round hill
785	Put a 4 foot barrier in center divide
786	Put a stop light at the bottom of the bottom of Lakeview
787	Put an electronic speed limit sign on Southbound side just after exiting Cave Rock (before Cave Rock boat launch entrance). One of the ones that shows your speed and if too high, tells you to SLOW DOWN. I saw a mother and baby struggle to get cars to stop for her at the Lyons Ave crosswalk. People completely
788	Put in a few more signals if you want to reduce speed (I.e. at Pinewild/Marla Bay entrance)

789	PUT IN A LIGHT AT HWY 50 & 28 INTERSECTION! Add protected turn lanes where possible and more lights at other dangerous intersections. Add radar speed signs to show motorists they are over speed limits
790	Put in damn wall like you did down spooner. Why is this so difficult? Your flyby proposal is going to be a
791	Put in round about a or stop lights. We need a plan for parking along the 50. Sadly, we need to incorporate more forest land to adjust the size of our roads
792	Put some (experienced) traffic engineers on this project instead of MBAs. there are MANY OTHER WAYS to make it safer. It will greatly hurt tourism as people will remember their vacation in Lake Tahoe as sitting in traffic the whole time. To decrease traffic to 1 lane each way is a BIG WASTE OF CONCRETE. Please
793	Put up a center divider barrier. The possibility of head on crashes is very scary. I only drive it probably 20 times a year and see at least one car every year that comes into the opposing lanes. I will only drive in the
794	Putting in a roundabout at 50 and 28 might a good solution to that interchange, it is currently the area I
795	Putting in pedestrian and bike lanes WILL NOT reduce cars and trucks which MUST drive on 50. Workers already are priced out of lake basin and face long and expensive commutes from Carson Valley. This plan will create traffic and increase cost and environmental impact from those traffice jams. This is undue
796	Q&A necessary with law enforcement, first responders, actual residents, etc. input captured. Douglas County Board of Commissioners special meeting held at the expense of NDOT in Lake Tahoe. Each speaker must identify where they live and how they are affected. Tourists from all over come and bike but do not live the issues on a daily basis and drivers do not adhere posted speed limits anywhere around the lake and have no idea about evacuation issues
797	Really? Your questions for safety only give the options you want to hear. Try yo be a local and get out of neighborhoods with 1 lane in each direction. If your concern is improving safety, all your suggestions will
798	Recently the #2 lane in Roundhill was closed for about 300 yards. The result was a daily increase in sitting in traffic: more smog, more lost time, more aggravated motorists. M-Th it added 15-20 mins of travel time to my 1.7 mile commute. Fri-Sun it added 30+ min to my usual min commute. I am concerned about late school busses, missed activities and the ability to even go shopping for residents affected by a reduction of
799	Recommend reducing speed limit from Zephyr Cove to Stateline at 35 mph; construct turn lane at Highway
800	Reduce the number of cars traveling the corridor and it will be safer. Make public transportation the most convenient, cost-effective means of moving people in and through Tahoe.
801	Reducing 50 to a two lane highway will be a disaster. People will be passing all the time. Turn lanes are a
802	Reducing a lane around Zephyr Point (north and south of) would be great. The traffic races here and then slams to a stop when someone is trying to turn up to Zephyr Heights or to Pinewild etc.
803	Reducing and enforcing speed limits will take care of the issue. Don't over think it.
804	Reducing Highway 50 to one lane is a horrible idea Even with two lanes the traffic is still horrible.
805	Reducing lanes because you want to have a walking and biking path is a horrible idea. Tahoe does not have year round walking and biking because of the snow.
806	Reducing lanes is a terrible idea. Any lane reduction due to road work, special events, etc caused traffic to back up for miles. Workers, tourists and residents will not be able to travel this corrider and the community
807	Reducing lanes of traffic will be a nightmare if we were to evacuate again or have a big winter. Last winter when 80 and 50 were closed and then 50 reopened it took me 8 hours to get from Sand Harbor to Round Hill. If the the road was even more narrow it would be worse. We need enforcement and actual ticketing
808	Reducing lanes on Highway 50 will create more accidents and more delays.
809	Reducing the lanes from two to one will result in miles of traffic jams. Whoever estimated that the total delay would be 2 minutes (similar to waiting in line at a Starbucks) is definitely out of touch.
810	Reducing the lanes on this highway corridor most certainly would congest traffic. It is already congested much of the time and an accident or other conditions like weather just make it worse. This should NOT be a Nevada only decision. This is an essential highway for thousands of people in California and Nevada.
811	Reducing the number of lanes is crazy. NDOT should install cement center barriers, with turning breaks, like Carson City to Spooner Summit, and like from Placerville east for 12 miles.
812	Reducing the number of lanes us an absurd option. We have clear evidence that this causes major traffic
813	Reducing the number of lanes will not solve the problem. We have another home where this was done to the roads creating a center "suicide lane" where many have died due to passing in this lane. Every year during peak holidays there are deaths due to this configuration. See Hwy 361 in Port Aransas, Texas.

814	Reducing the number of lanes would make things worse. Limiting parking along the highway could definetly help. Too many parking cars doing so unsafely. Current speed limit is reasonable. I have not experienced
815	Reducing to one lane in both directions would greatly effect emergency response. It is already difficult enough trying to respond to emergency with how the road is currently in combination with traffic. Limiting traffic to one lane would increase response time and be less safe for emergency responders
816	Reducing to one lane traffic is ridiculous and impractical.large trucks and equipment already occupy the right lane and coupled with turns right and left it's already a tricky piece of road.
817	Reducing traffic to one lane anywhere between spooner and state line is going to be extremely dangerous and totally unnecessary. We already have limited passage out of Tahoe, in the event of a very like future
818	Reducing US 50 to one lane to accommodate cyclists is a terrible idea. Build bike lanes away from the road
819	Reducing US hwy 50 to 1 lane each way with a suicide lane for lefts hand turns is suicide. People get agitated because of right of way issues. It will increase u-turns and cause more accidents.
820	Relative to the speed limit, I have been told that the police department does not have the manpower to patrol. This needs to be addressed if your solution is going to improve the safety. Probably could fund 2-3
821	Removing lanes will lead to more accident and deaths- adding a turning lane at each community (like at Skyland) would be a good option especially during the summer and winter snow season!
822	Repair and seal the cracks every year! This will enhance safety and vastly extend the lifespan of our roads! Turn lanes into/out of busy destinations and subdivisions, especially those with dangerous curves
823	Residents and tourists need to be less reliant on cars. The health and safety of the population depends on our ability to reconfigure our transportation choices. SAFE passage of bicycles and pedestrians would
824	Residents do NOT Want lean reductions.
825	Restripe existing lanes, double fines for speeding Stateline to Carson city, increase highway patrol citations for speeding, improve plowing and sanding in winter.
826	Riding a bike along highway 50 is scary and I constantly feel like I'm going to get hit. Also turning to our house from the highway is scary because there is no turn lane. One of these days I or a family member is
827	Right and left turn lanes in blind areas. Wider bike lanes through 3 target areas. More patrolling.
828	ROAD DIET!!! There is plenty of room to add separate bicycle lanes, sidewalks, and a transit lane. There are residential areas lining this stretch and its a gamble to pull out from them. Slow the cars down and
829	Roads are important… please don't destroy them for a bikers dream. Bike lanes at Inclune village, Carson City and highway 28 are disastrous and are used for unintended consequences. Illegal parking on private property has need one of the many bad result of these stupid bike lane proposals and implementation.
830	Roadside parking needs to be outlawed. In places where it is already forbidden, enforcement needs to be increased. Either a turn lane or, even better, traffic lights in front of population centers in the corridor are crucial- turning into and out of neighborhoods and businesses in the corridor can be harrowing.
831	Round about a have been proven to slow traffic while keeping it moving. These should be the top
832	Round about at 28 and 50. Enforce speed limits and restrict parking along the road where beach goers
833	Roundabout at 28/50 and a median all the way to the state line
834	Roundabouts, a smattering of signals, rumble strips, etc could help slow the speeders btwn Spooner and Stateline. Something needs to be done but reducing the lanes is NOT an option. I attended the summer NDOT meetings in CC and Minden, there was not one person in attendance in favor of NDOT's "lane diet".
835	Route 50 in this area is barely handling traffic load now. Traffic will increase in future making reduced auto
836	Safe bike lanes and pedestrian walkways are needed through the Zephyr Cove corridor and Fire Staion and Warrior Way, and by the Blue Lake Tavern and Marla Bay pedestrian crossing.
837	Safe biking around the lake is highly needed to keep cyclists from being hit and dangerously blocking lanes, especially around blind curves. Clearer no parking signage is needed all around the lake to prevent cars from blocking roadways and opening doors out into the lane, and children and dogs running out into traffic, especially around Zephyr Cove Emerald Bay Sand Harbor East Shore trail. More accessible free
838	Safety can be greatly improved simply by enforcing current speed limits. If this is practical via highway patrolling, then speed cameras make sense and I support them.

839	Safety can be improved by increased NHP and DCSO traffic enforcement, temporary bottlenecks to narrow the roadway at times (rapidly removed for emergency situations), and other means. Yes, traffic speed cameras may be one method. One can buy many police officers for the price of converting US50 to one lane each way. And recall the Caldor fire: there may be times you need all 4 lanes traveling in one
840	Safety concerns should include year round and seasonal issues and escape routes during emergencies especially fires. Parking and speed enforcement is currently almost non-existent. Solutions should be for the greatest good for the greatest number of people. "nice to haves" should not take precedent over "must haves." What about speed softening devices like road dips, round abouts, etc. that slow traffic but do not
841	Safety for normal and emergency use should be your concern. Bike lanes and entertainment infrastructure is a role for others. I've been stuck in this corridor for several hours multiple times. It cannot handle emergency traffic as is and much less so with narrowed or fewer lanes. Lahaina for example citizens couldn't get out in part due to traffic. A downed powerline caused the fire and was quickly deenergized. In
842	Safety improvements such as traffic signals, added patrols, turn lanes where possible will help. Reducing lanes to accomodate non-vehicular traffic is counter productive and will not be a safe solution. Bike paths are great where not in conflict with vehicles, however vehicular traffic must be given priority due to traffic
843	Safety is important. Bike lanes are not
844	Safety is important. I would like to see turn lanes made by adding lanes (it must be possible to obtain the needed land; has this been looked into?), but it is ridiculous to reduce lanes on this well- used highway. Since many accidents are caused by impairment and/ or speeding, it seems logical that more patrolling would help. I feel that this proposal has been put together by people that are not familiar with our area and
845	Safety is the priority. Bike and walking/running space needs to be provided for the safety of the cars and pedestrians. A major priority should be to slow the speeds thru the Cave Rock area. Turn out lanes for streets need to be added. Being one of the only ways out of South Tahoe and Stateline in an emergency,
846	Safety should be NDOT's top priority. For decades, vehicle throughput and capacity has been the primary focus for the state department of transportation. The Lake Tahoe region brings vast numbers of visitors to Nevada and California, many of whom must drive on unfamiliar roadways, or who need to use other transportation options including transit and or a separated path. Therefore, reducing conflicts with all road
847	See above about lowering speed limit to 35 and banning left turns from north martin onto 50. Thanks
848	See above. More speed enforcement, K rail median in areas with high incidence of head on crashes, the use of traffic circles at certain locations to calm traffic and provide safe access to 50 from side streets, prohibit parking on the shoulder completely with rigorous enforcement, provide dedicated NHP units to the corridor (at least 2 full time) Left had turn lanes and acceleration and deceleration lanes where the existing
849	See above. The sentiment is good, but am against almost anything that creates traffic jams like you see going North (going to Incline is basically impossible at times). I do think the proposed traffic circle near
850	see above; wicked, unsafe left turn into ZP when traveling north. yes, I often go to Zephyr Cove and turn
851	See comments above
852	See my comment above.
853	see my comments above. making turns on and off the road are very dangerous. we need a turn lane
854	See previous
855	show us the actual data!
856	Sidewalks! Please add a sidewalk between lake village and Kahle. It’s impossible to get there without driving. And more parking at the beaches! If that’s impossible, then have shuttles every 10 minutes from south lake and elsewhere to beaches so people arent forced to drive. Have a dedicated bus lane for the beach shuttle! Stop forcing us to drive everywhere! If you aren’t going to provide alternatives that are faster than driving, then stop complaining about crashes.
857	Signal/traffic light at 28 and 50. pPlease! It’s a Hail Mary every time I have to turn left on 50 from 28.
858	Single lane highways never work well. Look at old 395 from San Diego to Reno. Why don’t you put the bike lane on the other side of the guardrail? Cantilevered. Wheelchair bike, the bike folks would love it. More

859	Single lane:more problems as drivers attempt to drive the speed limit and slower drivers cause major back ups--as with the frequent roadwork, more crashes and the resulting environmental impact from the fumes and combustion byproducts of sitting engines, and waste of time. Hwy 50:Tahoe to Ice house, & 207 many accidents caused by slow drivers and trucks leading to congestion & road rage with drivers at the speed
860	Slow the speed limit on Hwy 50 at the approach (both ways) at the intersection of 50 and 28. This is where I have seen the accidents.
861	Slow traffic down but do not reduce lanes. Do not allow parking along highway 50 near zephyr cove
862	Slowing the speed of traffic would be my first safety step... Today's 45mph means 55 to 60... Scary and not acceptable!! 35mph would be 45 to 50... Completing the Bike Lane from NV. Beach through Zephyr Cove would be Wonderful!!! We lost bike path with Round Hill Pines improvements... The Blotted amount spent on RHP could have built a Lot of Bike Path! Please find some more money to
863	So parking is horrible at Zephyr Cove Beach, people were parking on the no parking signs, parking can be fixed, eg. Round Hill Pines can be repeated elsewhere. I rarely see speed enforcement in this area of concern, add police. Don't reduce lanes and cause traffic congestion adding to air pollution in the Basin.
864	Some sort of safety solution is needed for US50/SR28 junction. True accommodation is needed for cyclists and walkers/runners through Cave Rock. Not just a blinking light. Parking on us50 should be
865	Something needs to be done! Take action w/o worrying about commercial interest. Safety should take
866	Sometimes definitely needs to change to make the highway safer
867	Sooner the better
868	Sorry this survey doesn't ask for opinions about the specific changes under consideration.
869	Speed cameras are entrapment
870	Speed cameras are fine but I don't think they would stop most accidents because speeders (especially from out of town) might not know or think about the cameras. It seems like NDOT has an opportunity to use the relatively wide roadway corridor to meet lots of aims potentially just through striping--traffic safety during the summer and winter, a place for bikes during the summer, with space that could be easily
871	Speed cameras are not effective for anyting other than revenue
872	Speed cameras have nothing to do with “reconfiguring the roadway”. Let’s add real left-turn lanes and merge lanes, and other ideas perhaps, and see how they work out. Also separate bike & pedestrian trails!
873	Speed cameras only reduce speeds in the area that they are placed. The electronic signs that display driver speed also slows people down. It would be a waste of resources to attempt to change the law and install the automated speed enforcement. The best way to reduce driver speeds is to design the road with
874	Speed enforcement is tantamount to reducing the number and severity of accidents. Reducing the number of lanes severely restricts emergency access/egress. Also, growing businesses on the south shore will be
875	speed enforcement would be a great help. But with on duty patrol.
876	speed limit enforcement
877	Speed limits exist, parking regulations exist, so increase enforcement of the laws that exist. I would be in favor of lowering the speed limit near populated areas. A bike trail like on North Shore that is off the road-wonderful idea. A bike lane in this corridor would only be valuable if it was wide, no parking allowed, and if it was maintained, swept off rocks and aggressively marked. I have lived in Skyland for over 35 years and
878	Speed limits should be enforced. A physical center divider should be considered as well. It works on other areas of Hwy 50 such as on the way to to Carson city.
879	Speed limits will not solve the left turn problem. No matter what the speed limit, cars behind a car in the left lane turning left (into Marla Bay or Pinewild) will still move to the right lane at the last second and cars behind them will still not see the stopped car until it is too late. Does someone have to die before
880	Speed traps, cameras for speeders.
881	Speeding and turns into venues off the highway are my main concerns. The highway 28 turn east (going back to Carson city) makes me say a prayer before I accelerate.
882	Speeding is a major issue. Many exceed the posted limit by at least 60 percent. Also going in and out of

883	Speeds would slow down if there was enforcement - speed laws are only obeyed when there is fear of getting a ticket. This need only be done for short, random time periods and people will get the message. DO NOT slow us all down below 45mph just because there are some who speed - PENALIZE THEM, not us!! In favor of a wider shoulder for bikes, but not in favor of hard barriers unless they can be removed in
884	Spend the resources to widen the corridor to achieve this wherever necessary
885	Spend time studying CA 267 west of Brockway Summit. There is a passing lane just west the summit. In heavy traffic, aggressive drivers will pass on the right and then barge in at choke point slowing down the line of traffic. Past the choke point, traffic resumes at normal speeds. This isn't safe nor is it efficient.
886	Spooner Roundabout just do it! Zephyr glad to see no more roadside parking. Reduced lanes and
887	Spooner Summit needs a traffic light. The funds need to be spent at that intersection not on reducing lanes.
888	Start penalizing the speeders, either with automation as mentioned above, or law enforcement in the corridor. And make the fine meaningful. A handful of $1,000 fines, - and I mean a fine with traffic school
889	Stop beach parking on our highway! Although, Round Hill Pines added parking people who choose not to pay for that parking and will continue to cause problems on the roadway. Zephyr Cove beach area is just as bad. This corridor is the main link for contractors from Carson City and Reno to supply services to our area and having traffic backed up with only 2 lanes will be an issue.
890	Stop insanity--do not create grid lock and place residents at risk for crisis \emergency evacuation situation
891	Stop parking cars on shoulder of roads
892	Stop trying to get around the residents - we have spoken and you bureaucrats aren't listening.
893	Stop wasting our time. The community doesn't want this and you keep trying to sneak it in. The only thing we've asked for is a barrier where you can and a round about at the top of the hill. Why don't you focus
894	Stop with this nonsense about reducing lanes. Cannot exit onto highway 50 safely due to the traffic
895	Stoplight at Marla Bay solves all my concerns! Re frequency of driving on US 50, I said monthly, but it is several PER day when I'm there for a monthly visit. From Marla Bay, it is difficult to turn left in summer and one lane each way would also make it very difficult to turn right with the steady stream of cars. There are restaurants that are almost across the street from Marla Bay, but you risk your life (and your grandchildren)
896	Strongly agree with the prospect of improvements!
897	Tahie us unique and doesn't need to have roads like urbanizedbareas.
898	Tahoe is a CAR required area. Bicycle and pedestrian traffic is luxury activity and less than 0.01% of the trips. Prioritizing bikes and pedestrians at the expense of car transportation is against the interests of 99.99% of the people in the area. If you really want a bike path, WIDEN the roadway. Eminent domain is your tool. If you really want turn lanes, WIDEN the roadway. Eminent domain is made for this. Whatever
899	Tahoe is deserves better, for residents and tourists. I would like to road bike and run along the road. Stopped years ago due to unsafe conditions. Pulling on/off Hwy 50 is extremely scary/dangerous. Wider road, biking shoulder, and illegal shoulder parking enforcement needed. I dont want my family or anyone else to get killed. The area is unpleasant, unsafe with narrow lanes, high speeds, no shoulder for bikes,
900	take some time to watch how many vehicles enter/exit 50 to driveways, small roads on this corridor. Lots. adding bicyclists is going to be very dangerous to THEM. you'll be sued. ridiculous idea.
901	Tax dollars should not be spent on this activity. This activity has already been denied by local and State government. Snow needs to be removed completely from the roadway; otherwise, the road turns into an ice skating rink when the snow melts and freezes during spring…which will create fatalities. Reducing to 1
902	Ten years listening to families be destroyed I'll walk if need be WE MUST DO SOMETHING
903	Terrible idea your representatives have lied to us we have spoken to most of our neighbors and they all agree you are being sneaky and not listening to us. No Bike Path! How do you think you will be maintaining the road in the winter? Already horrible when there is an accident or road construction one lane will cause
904	Terrible idea. This section of road is shared between three types of users: 1) locals, 2) commuters, and 3) tourists. Many conflicts in driving style and need to make schedules. Two lanes would make it impossible to bypass slow drivers and lead to considerable frustration. Frustration leads to accidents as people take

905	Test one lane each direction, with center turn lane, from Zephyr cove to Glenbrook. Switching back and forth between one and two lanes will cause some to pass un-safely.
906	Thank you for considering ways to make biking safer! My kids will want to bike here one day and I would love safer options for giving them independence
907	Thank you for your efforts to improve travel at Lake Tahoe.
908	Thank you. I hope the results show need for safety improvements for car traffic, as well pedestrians and
909	Thanks for doing this.
910	Thanks for reaching out
911	Thanks for seeking public comment, finally. Now listen to it!
912	Thanks for working to make our roads safer.
913	That drive is one of the most beautiful drives around but too many people see it as their own personal race way. While I do see some issues with people turning, the main issues are that people speed up to 30 miles over the speed limit and they aren't in control of their vehicles. The other issue is the people who go super slow or drive erratically because they're on their phones. There needs to be something to slow people
914	That the Speed limit is temporarily reduced to 35 mph due to construction of Warrior Way light and intersection, why not make the speed limit 35 mph from the Convention center North past the Zephyr Cove Resort to see if this alone would reduce accidents? More police cars of both NV State Patrol and Douglas
915	The "Team"? Grow the hell up and act like a effin professional. Do your job and quit pretending that you are on social media
916	The “team” needs to drive highway 50 in a snow situation, having only 1 lane will cause many more accidents! First you have people with chains going 25 mph or less, 4 wheel drive trucks/cars will be trying to pass in the opposite lane. ALSO, people unfamiliar with the road and snow driving will be traveling at 10-15 mph. How do you think that will affect traffic flow on highway 50. Has anyone taken into consideration
917	The ability to ride a bike safely in that area is practically non-existent, and the roads for cars need constant maintenance because of winter conditions. Plus, tourists (and locals) clog up the road and drive like idiots through there. It would be great to see that area closed or severly limited to car traffic, with better non-
918	The addition of a bike lane, as well as a center turning lane, would be a huge improvement. I'm also in favor of reducing the speed limit and increasing the presence of law enforcement to enforce said limits.
919	The amount of car accidents in this corridor is very concerning however, I fear lowering the amount of lanes will cause even more congestion on a daily basis and would become a major safety concern when residents and visitors need to exit the basin in an emergency (wildfires for example). It would also become even worse gridlock when there is an accident, road construction and snow removal or snow covered
920	The biggest area for improvement should be focused at Spooner and HWY 28 junction, the car wrecks at this point have increased substantially. It is important to commuters that traffic continues to flow freely on
921	The biggest concern to me honestly is the intersection at Spooner Summit. Needing to turn left from SR28 is a hassle and sometimes dangerous. Traffic most of the time will pile-up as drivers wait for a clear road to
922	The biggest concern, from what I have witnessed living in the Lake Tahoe region for over a decade, is the increased risk of head-on collisions when a car passes over the median into the on-coming traffic lane. Can we consider a concrete barricade between the lanes with roundabouts intermittently placed?
923	The biggest issues with the stretch of road from Spooner to the CA state line is the lack of center turn lanes which makes entering and exiting neighborhoods extremely difficult and unsafe.
924	The bike trail is a priority for me - let's get it built.
925	The biking lane should be added closer to the lake and not take away from highway 50 lanes. This is a
926	The CMP is nothing but NDOT's and TRPA's plan to add a bike, multi-use path around the lake. In an evacuation scenario, this will turn us into Lahaina, Maui and Paradise, CA, NDOT is not really concerned about safety at all, It is concerned about a bike path. Safety can be achieved through increased patrolling for speed and by additional traffic lights, especially at curves with entrances to communities. Stop the
927	The concept of reducing the current 4 lanes to incorporate walking/biking lanes and a center turn lane would be a huge benefit. We live in the "old" Zephyr Cove neighborhood and accessing our entry without

928	The corridor should prioritize pedestrian and cyclist safety. It would greatly help access to the beaches as well as ease the risk posed by hundreds of people parking along the highway. the flume trail north of spooner has proved to be of great success in allowing people to park further out and bike or walk to sand harbor, and making that hwy safer. A barrier in the median with dedicated turn lanes is necessary,
929	The current construction narrowing one side of hwy 50 to one lane makes it very difficult to get onto 50 from Cave Rock at any time of day. It would surely be worse if both sides were one way. My other concern is congestion during an evacuation - like in the Paradise fire where people died in their cars. I'm against speed cameras but believe that the revenue from speeding citations would more than pay for the cost of enhanced police or sheriff patrols. Most traffic is speeding by 10-15 mph.
930	The current road conditions are unacceptable, especially during the summer. People are driving extremely fast (60mph+), parking on highway shoulders, blocking and obstructing traffic. Furthermore, there is no turn lane towards my neighborhood, making left turns very dangerous. As a bonus, I would greatly appreciate
931	The current U.S. 50 corridor does not need public transportation aside from buses. Pedestrian and bicycle facilities make no sense because there is nowhere to go between Spooner and Cave Rock. It is not a
932	The demand for pedestrian and bicycle facilities is miniscule compared to the needs of safe evacuation route for residents. There is no way in h**l that I would ever walk or ride a bike to get to Safeway, or the post office, or anywhere else on the East shore. I am going to drive my car, the same way I'm going to
933	The East Shore Corridor Management Plan would result in too much additional traffic in an area already suffering from traffic problems.
934	The easy route of re-striping to attempt to add bike lanes and possibly reducing speed is not the right way to accomplish these objectives. Build a true dedicated bike / pedestrian option off the roadway, like was done near Incline Village. Yes, it is more difficult but is the way it should be done properly without exposing
935	The entrance to PineWild / Marla Bay previously had a yellow flashing crosswalk lights that assisted with drivers being a bit more cautious, but those lights have been removed for a number of years and it seems
936	the entrance to zephyr cove is very unsafe because of blind spots and the speed of traffic and weather
937	The fire evacuation concerns regarding lane reduction are a red herring and I don't know why no one is calling BS. Lanes could be reversed in the event of a fire, this is a well known practice. As far as
938	The flyover video shows choke points that will cause road rage and more bad driving. It would do nothing to reduce impaired driving . Create parking areas, enforce laws, restrict parking, find bike path solution.
939	The Frontier Communication work which reduced Hwy 50 to one lane going South over Labor Day was a DISASTER. Traffic was backed up past Round Hill/Safeway. Merging from two to one lanes resulted in people waiting until the last minute to merge over causing significant frustrations (i.e. road rage). I see this as a potential ongoing issue with the proposed changes of going from two lanes to one lane to two lanes
940	The high level statistics provided don't show speed as a majority contributor to injury accidents; yet this remains a consistent focus. People generally drive at the fastest speed they feel is safe, no matter what the speed limit is. In the basin, one the biggest safety issues is a mix of comfort levels to the roads, i.e. wide speed ranges. Plans to reduce travel lanes are foolhardy -- one only needs to look at Kings Beach to
941	The Highway 50 corridor needs a concrete center divider from Spooner Summit to Elks Point Drive with openings and turn lanes in there existing locations to stop fatal head on accidents. There should be an underpass at the junction of Highway 28 to prevent accidents. The lanes shouldn't be narrowed anywhere
942	The highway corridor between Stateline and Carson City serves not only Nevada residents, but all of South Lake Tahoe. That amount of traffic in the event of an emergency, such as a wildfire, makes it critical to have this roadway remain 4 lanes for safe evacuations. Snow removal would also be greatly impacted if
943	The highway traffic is bad enough through the corridor between Cave Rock to Stateline, and if NDOT cuts down 2 lanes on Hwy. 50 it would cause such a mess, no matter if they put in turning lanes or not! The cyclists and the people visiting the beaches are a huge part of the problem as well, but cutting out 2 lanes
944	The intersection of 28 (from the east shore) and Highway 50 is deadly- please put a light or a roundabout
945	The intersection of 28 and 50 is a major problem. The parking on 50 at Round Hill Pines and Zoher Cove is ridiculous
946	The intersection of Highway 50 and Highway 28 is deadly! This intersection needs to be made safer immediately, even if it's a temporary solution. I go through this intersection almost every day in the winter and frequently in the summer. I have seen so many close calls at that intersection. Something needs to be

947	The issue I've encountered isn't speed as much as limited space. Widening the road to provide space for a genuine bike lane and/or creating a path would be hugely valuable fo recreationalists in this area.
948	The Lake Shore/Lake View intersection should have a stop light. The have been many crashes and cars running through the pedestrian crosswalk when occupied with the light is flashing. It would also slow down the traffic going around the Zephyr Point curve and protect pedestrians crossing. A widening of the road at
949	The left hand turn lane onto Skyland is very important to prevent rear end accidents. There should also be a left hand turn lane into the Presbyterian conference ground.
950	The left turn into the Pine Wild Condos / Marla Bay is scary proposition with high-speed cars coming up
951	The left turn out of Glenbrook/Far Uppaway is insanely dangerous. Plus we need a ROUNDABOUT at the
952	The most obvious need is to widen the highway to six lanes (three lanes in each direction). However, there does not appear to be sufficient land for such expansion. Therefore, the four-lane highway must not be
953	The most recent serious accident at the entrance to Marla Bay left me traumatized. I could hear the accident, and people screaming, from my home. We need to slow down traffic, and we need a safe way to
954	The new parking and entrance at Round Hill Pines has created a new mess of parking issues opposite entry on hwy50 heading east. ZC Beach parking is a dangerous mess but stop light will help when up and
955	The only alterations I would support are enhanced parking facilities/structures at the beaches to remove parking spots from the actual highway shoulders to off highway locations. I do not support any lane removals/reductions. Another idea that is acceptable is a concrete barrier in the median. Locations are on the Tahoe side of the Spooner Summit downhill into Glenbrook, the North end of Cave Rock, the big curve
956	The parking along 50 at zephyr cove is so dangerous. There also needs to be a lot more enforcement of
957	The plan will create too much traffic nightmares
958	The primary cause of accidents is speeding primarily by out of state drivers. Strict enforcement of speed
959	The primary issue with crashes is drivers (often intoxicated) crossing the center median. The best solution that doesn’t clog up traffic is to put a center median divider like the one between Carson city and Spooner.
960	The primary road capacity we need on US 50 E. sure is a fire emergency evacuation Corredor with some safety improvements such as turn outs, better signage and enforcement.
961	The primary transportation for residents is by car. This should be the highest priority for NDOT as it affects the safety, well-being and convenience of the residents. Accordingly, automobile capacity cannot be reduced ... if anything it should be increased. Same with speeds, they should at least be maintained at the same level but could be increased. The safety of
962	The problem on HWY 50 now is a lack of enforcement. Greatly increasing police presence or changing the law to permit automated speed enforcement is the safe way to reduce accidents and improve safety. Reducing the roadway to 2 lanes will greatly reduce safety, as the residents of Paradise, CA learned to their grief after changing their main throughway in the same fashion. People died in their cars. Winter snow
963	The problem with banning the side road parking to access the East Shore beaches is that there are no good mass transit ideas to replace that and get people to those world class beaches. No trains, vans, buses, or even electric boat shuttles to get the general public there. all which should be entirely green echo friendly alternatives. to set a green example and help protect the lake esp clarity. You cant take all those
964	The purpose of 50 is to transport cars. Bikes are an infinitesimal part of the equation. Reduced roadway capacity will result in delays for emergency vehicles where every minute can mean the difference between
965	The question above makes it very difficult for a resident to answer. Of course we want all kinds of transit options available, but not at the expense of our safety by reducing lanes. Build the bike and walking paths away from the road. The residents have offered so many other ideas to the DOT for improving
966	The residences in 2017 said NO for the main reason they are saying NO now. NO REDUCTION TO our fire evacuation SAFTEY corridor. WHO is the demonstration for?? A real demonstration would include a mass evacuation like the one they did in Paradise that they called of when it got too chaotic! Outlandish you would even consider the SHELFISH, ARROGANT DESIRE, of outside the state/county biking groups
967	The road diet concept would add more/other problems that would also be an "unsafe & hazardous" and a horrible oversight to emergency evacuations, events, high tourist holidays and summers, etc. Higher enforcement measures for speeding & illegal parking have NOT been adequately applied to help avoid traffic incidences. Exploring widening road in parts for turning lanes & trails and using forest land that

968	The road has become increasingly dangerous and I agree something must be done. Speed traps and an overpass at the deadly Spooner turnout are my favorite options. Choking the traffic down to one lane in the
969	The road needs a center barrier to prevent head-on collisions. A separate mixed use path should also be
970	The road needs two lanes in each direction especially when it snows. The left turn from Hwy 28 onto Hwy 50 could be improved by reducing the speed limit to 25 on Hwy 50 a half mile each direction of the intersection. The only other alternative is a traffic light which would be dangerous in the winter for the west
971	The safety needs to be increased but the current options are not realistic or practical, especially during high
972	The safety of our resident should be of utmost importance. We need to be disaster ready, we know it can
973	The sole change that should be made to this corridor is a four-lane traffic circle at the intersection of Highway 28 and 50. I understand that this intersection is highly dangerous because I see so many crashes.
974	The solution(s) to your perceived problem(s) has been implemented all around the lake. They are called traffic circles. They've been proven to slow down traffic without the start and stop problem of traffic lights and stop signs. Now that you've wasted all that money putting an unneeded signal at Warrior, replace it with a traffic circle. Maintain two lanes in each direction throughout Hwy 50. Provide FREE off-highway
975	The speed in this corridor is dangerous and to fast for home owners to enter highway 50 safely.
976	The Speed Limits have already been Reduced, !! Have hey patrol out more often if necessary, but closing
977	The Spooner hwy 28 hwy 50 intersection is dangerous. The traffic is too fast, people are inpatient and many are using the.turn zone area on the left when entering hwy 50 as an actual turn lane cutting off
978	The statistics on use of public transit in this corridor show that use is minimal. Biking as an alternative is not really an option, especially for a good number of senior citizens who use the road for grocery runs and other activities and biking in the snow and rain really is a not starter for half the year. And no one is walking from Glenbrook to Round Hill. Highway 50 is not scenic for a stroll (use trails for scenic hiking or
979	The street parking along Hwy 50 should be eliminated as it’s so dangerous, especially during the summer.
980	The Tahoe region is getting more and more crowded, not only with permanent residences but with visitors, too. A large majority of drivers don't really see the need to slow down especially in the above mentioned
981	The temporary speed signs on Highway 50 towards Stateline have made me slow down significantly. I didn't realize that I was traveling that fast. I think the road is fine, if we can find another way to reduce
982	The time of year and the timing of other projects underway need to be considered when doing roadway trials. Speed limit enforcement seems to have been lacking severely.
983	The traffic congestion issue is a real problem what about other potential solutions like roundabouts
984	The traffic light at Warrior Way will be very helpful and it should have been installed years ago. In addition parking on Hwy 50 should never never be allowed!
985	The traffic on that road has become unbearable due to the fact that every thing is geared to getting more visitor and doing nothing for the people who live there
986	The turns into Marla Bay/ Pinewild Condominiums and getting out of those areas are extremely difficult since there are no turn lanes in either direction. Speeds on HWY 50 do not take into account people
987	The underlying problems are lack of speed enforcement, on-shoulder parking at Zephyr Cove, and a bad turn at Hwy 28. Attempting to solve those problems by intentionally destroying a functional road system doesn’t address the root cause and creates a cascade of new serious problems. Proper enforcement, well-designed parking, and an improved junction at Hwy 28 are the answers. Install radar speed signs, multiple
988	The US 50 corridor has TTD buses and doesn't need more "transit" choices. Don't reduce lanes or make changes that impede emergency evacuation. The Caldor fire showed the problems even without reducing
989	The way you phrased this survey is a joke!!! Of course all of us locals want improved safety on those stretches, but NOT by lane reduction! Try enforcement of the no parking by zephyr cove and round hill pines, try a roundabout or stoplight at 50/28 intersection, even stoplights at other intersections where
990	The weather is the main reason not to narrow the road and allow plenty of space for travel through snow
991	The west shore of Lake Tahoe is currently in gridlock most weekends as traffic volumes are drastically above what the single lane roadway system can contain. Why are we as trying to emulate this disaster by reducing lanes and making it more and more difficult for residents to go about their daily lives when there is a perfectly good four lane road currently in place. This also fails to address the main cause of serious
992	There absolutely needs to be more safe and convenient transit, pedestrian, and bicycle infrastructure on this stretch of highway. It's hugely popular for tourism and local travel. If there were more publication

993	There are a lot of folks in my community who are against any narrowing of Highway 50. I would like to see a plan where flexibility is maintained, so that if an evacuated were necessary due to fire or other hazards, people could get out. I am also in favor of anything that requires people to slow down and accommodate recreational cycling, walking and other pursuits close by or near the roadway. I would prefer dedicated bike
994	There are demonstrations of how a two lane highway works ever summer. It's call road construction and the roundabouts at the north end of the lake. If it doesn't work up there what makes you think that will work
995	There are many bicycle/walking paths in the Tahoe area and reducing automobile traffic lanes from four to two is not sound thought. Bicycles do not pay road taxes and catering to California tourists who "over-run" the East Shore every year with their speeding, illegal parking, trash dumping, bicycling, and excessive alcohol drinking is a great part of the problem. Enforce the speed limits and hire more Deputies. There
996	There are many opportunities to make a bicycle path above the road using existing neighborhoods. There is already a bike path at Kahle. Use that model. Bikes do not belong on the roadway. Tax paying cars belong there. Take the opportunity to consolidate entryways onto the highway - like zephyr heights and the Zephyr point conf ctr. consolidate the entryway to Lake Shore Blvd and Lakeview Dr and put a light there.
997	There are only a few areas I feel safe biking on in the Tahoe basin. It amazes me that for such a beautiful area full of people wanting to recreate outdoors, there isn't already a full multi-purpose path around the entire lake. There is room for a highway, so there should be room for alternative transportation.
998	There are other mitigating ways to limit speed and prevent in cursion into opposing lanes. Also, as a bicycle rider, adding a bike lane while reducing a traffic lane is a poor choice
999	There are places for pedestrian and bicycle paths, however this is not one of them. Also, I work in Tahoe and Douglas county but that wasn't an option to choose
1000	There are plenty of outdoor paths, trails, etc. for bicycles, these should not be allowed on the already dangerous roadway. Pedestrians for their own safety should have overhead bridges to cross the highway. Parking along the highway should be illegal in some very tight areas with consequences for parking where
1001	There are so many people walking this stretch of road in the summer even though there's no infrastructure for it! Make it safe for pedestrians and bikers, and add public transit options so people don't have to drive.
1002	There are too many agencies and reports involved confusing the process: Tahoe Regional Planning Agency, Tahoe Transportation District, NDOT, National Biking Assn, and not enough Douglas County Board of Commissioners engagement. The locals that are most affected have spoken. 2017 results said DO NOT CHANGE CONFIGURATION! So NDOT buries that info and is not putting out this survey to ge
1003	There could be improvements made to highway 50 for safety but not at the sacrifice of 2 lanes. Widen the
1004	There has been no constant enforcement of the speed limit and for cars being parked along the road. Throughout the entire summer cars (people) would move the construction cones and park on the side of
1005	THERE HAS TO BE A SAFETY IMPROVEMENT AT THE INTERSECTION OF HWY 28 AND HWY 50. A TRAFFIC LIGHT, OR ROUNDABOUT, OR STOP SIGN, OR SOMETHING. THAT IS THE MOST DANGEROUS INTERSECTION I HAVE EVER SEEN. THE RECENT CRASH WITH THE BUS AND
1006	There is a huge need for a bike and safe pedestrian walking path between the casinos and zephyr cove resort. Right now there is no option to walk or bike unless you want to play frogger with the highway cars.
1007	There is minimal need for dedicated bicycle areas through this corridor as it's not suitable for a regular
1008	There is no need for bicycle lanes, pedestrian lanes, mass transit. With the coming economic collapse, no one will be visiting Lake Tahoe or any other place; therefore, it is a terrible waste of taxpayer dollars to spend it on these tourist items. Keep the highway with two lanes each directions and paved annually. Your
1009	There is no way reducing lanes will decrease accidents. Just the opposite will happen. Twice in the last month 50 was decreased to one lane. Once due to the President's visit and once due to work in front of the old Lakeside resort. Traffic was virtually at a standstill. Sure, there are fewer accidents when traffic is
1010	There is no way to widen the roadway on this corridor, therefore, it is a wholly inappropriate places - in most places - for pedestrians. Cyclists ride faster than a lot of cars as it is. There is no room for a
1011	There is so much traffic …. I do not want to limit the amount of lanes to get from one point to another. We need to be able to get to where we are going.

1012	There is too much traffic for lane reductions to make sense. If anything there needs to be MORE lanes to handle the traffic. At areas of concern where people are turning in to neighborhoods there should be TRAFFIC LIGHTS like most other places do. This would make much more sense, since the timing of the lights can be adjusted based on the season and heaviness of the traffic. Reducing lanes poses major
1013	There need to be a light or roundabout at hwy 28 and hwy 50. Too many people are getting killed. I would also like to see something done in Zephyr cove to reduce the cars parked and people walking in the roadway. There needs to be a wider pedestrian walkway there. I see families standing in the road way too
1014	There needs to be a stoplight at Lakeview Dr. and US 50 at the entrance of Zephyr Heights. Getting in and out of Zephyr Heights is dangerous and becomes more so each year with increasing visitors.
1015	There needs to be better pedestrian and bicycle infrastructure between Stateline (the actual state line) and Round Hill Pines along HWY 50. The area between Kingsbury Grade and Lake Village is especially atrocious. There is no safe way to walk between that community and Kingsbury without going a mile+ it of your way on the bike path up by the old middle school. Likewise , state line to Kingsbury Grade - including
1016	There needs to be improvement in front of Zephyr Point. It is difficult to have safe access both in and out of this place. Please do what you can to improve the exit and entrance. If you are traveling north towards Zephyr Cove, you cannot turn left into Zephyr Point and must drive all the way down to the light at Zephyr Cove to turn around and then turn right into Zephyr Point. Cars are moving fast at the curve just before
1017	There needs to be more off HWY 50 parking. The area near zephyr cove resort is very dangerous due to parked cars, pedestrians, traffic and speeds. Reducing hwy 50 to one lane will only make the problem worse. Use some of the forest for parking. Nevada is beautiful and we should be a safe state for visitors. Bike lanes and walk ways around the lake would be a nice addition. Busing is most likely a financial loser.
1018	There seems to be a lot loaded into the previous question (pedestrian, bicycle and public transportation) these could be separated into their own questions to narrow the interest area(s). Speeding is a huge issue. Lack of enforcement is another. Asphalt conditions-ruts, potholes, on clear dry days are problematic. The president visits Glenbrook and there are Sheriff everywhere- this proves it can be done- speed can be
1019	There should be a permanent presence of police (NV Highway Patrol and Douglas Co. Sheriff Dept. They would write ample speed tickets to compensate their time and manpower. There should be a roundabout constructed at intersection of US 50 and State 28. I drive 50 both directions every day and when traveling
1020	There should be elevated walkways for pedestrians
1021	These are loaded questions with inappropriate answer choices.
1022	These changes won’t impact those people who choose to break the rules and speed limits. Enforcement of the rules needs to happen. However, if cameras are against the law in Nevada it shouldn’t be possible to change it for one section of road. Change the law for all roadways in Nevada or none not just a single
1023	These measures are important and necessary but should be part of a larger solution, including raising the standard required to obtain a drivers license. It’s laughably easy in NV and of a ridiculously low threshold,
1024	These questions are obviously written to drive specific responses. "No, I'm against trying" is such a negatively phrased response that NDOT obviously thinks residents of the Tahoe Basin are imbecilic. Why is there a logo for this project? Obviously egos are now involved in NDOT to push this through regardless of public safety or considerations for people that live in the Tahoe Basin or commute there. Why ruin the
1025	They need to consider some type of ferry service across the lake from south shore to north shore.
1026	They need to make a separate biking area off the highway like at Sand Harbor. Cyclists don’t follow the laws and the blame is put on vehicles. Follow the rules of the road or don’t ride your bikes on it. And don’t
1027	Think big picture...look at how backed up IV to sand harbor is in the summer with only 1 lane and no roundabout?The Caldor fire,and recent Lahaina fire was a wake call to ALL that the Tahoe basin needs
1028	This area always has families crossing the street and biking and I have seen way too many close calls with traffic zooming by. This should be a safe bikeable area.
1029	This change would be a disaster Listen to the locals. I think you will find the majority of us ate against this.
1030	This corridor is EXTREMELY dangerous for cyclists and scooter riders as it's currently designed. The closest I've ever come to being hit by a car was on this stretch, as I was riding on the shoulder, which suddenly disappeared, forcing me into a traffic lane. A car behind me couldn't wait, and decided to squeeze by me at 30mph. It came within 2inches of my bike, and I nearly collided. I've refused to ride my bike in this

1031	This demonstrates a complete lack of common sense. There are too many vehicles and too little road. As an avid cyclist, I would never ride on the stretch of highway. There are too many construction trucks, Taurus, and climactic conditions that would render this extremely unsafe. Do you hire traffic engineers?
1032	This demonstration project is just going to add more time in my commute to Reno everyday.
1033	This has been a set up favoring all those California people who want to sacrificeour safety for theirs strolls
1034	This idea in theory is clear but it makes no sense realistically. It would damage traffic flow to the point of adding hours to commute. In high school we had a day where this was reality die to construction and it took three hours to get from whittell to kingsbury. That is what you'd be creating. We locals are begging you not
1035	This is a bad idea and poor planing on the county. Should not happen. It's hard enough to get out of my neighbor hood as it is. It would create a bigger
1036	This is a disaster looking for a place to happen; especially in peak periods, snow storms, and events like
1037	This is a Highway and in my opinion there is no need to implement pedestrian and bicycle facilities. There are plenty of areas around the lake to walk, hike and bike
1038	This is a main commute hwy being mostly used by locals who live in the area or out of area and drive in to stateline for work from Carson or from south lake to Carson/Reno for grocery and shopping. That needs to be the main focus, not tourism for beaches! If anything is done it should be focused on creating proper
1039	This is a phone survey designed to favor the changes against your constituents in Glenbrook this is
1040	This is a poorly thought out idea that will do nothing but cause huge traffic congestion. A perfect example was several weeks ago when 50 was made one way west while construction was performed near Kahle. The traffic backed up past Elks Aveand up the hill almost to the top of 50 old entrance to Round Hills pines resort. If you wanted a test that ws it. And then for the past few days 50 east was reduced to using the
1041	This is a terrible survey. Available responses are 1-sided. Safety is important, but not achieved with the
1042	This is a total bait and switch job by the DOT. We've been to all the meetings. No one who lives here wants this. Stop trying to do something that has no merit and makes no sense. What a bunch of liars.
1043	This is a very biased poll. It is NDOT ridiculous. I am in favor of leaving Highway 50 four lanes and installing more traffic lights and increased patrolling for speed!!!!!
1044	This is an idiotic plan that will not work! Do not reduce lanes!!!!
1045	This is an insane idea, please leave highway 50 alone. Did anyone get caught in the Biden Motorcade fiasco? Hwy 50 was virtually closed everytime the president left Glenbrook. Blizzards, fire danger, please leave it as is, it's dangerous enough being 4 lanes, can't imagine it with less lanes
1046	this is an insane idea, what happens in emergency situations?
1047	This is for my teen driver.
1048	This is negligence plain and simple. The weather here during the winter will turn 2 lands into a half a lane. The danger of having no evacuation route during natural disasters like wildfires, could harm hundreds or thousands of people including costing lives. NDOT is making an egregious error in judgement and the communities will come together and fight, litigate, and go after the jobs of those in charge if even a single
1049	This is not a highway when it enters housing at Cave Rock. The roads should be structured to slow everyone down and provide for/enforce safe travel in all forms. The "death turn" at Zephyr should have barriers up! No one ahould be crossing 4 lanes of traffic to go left here. A small inconvenience is just common sense. Stop letting a few privileged monied homeowners make decisions that impact all of us.
1050	This is not something that should happen. Honestly, please don't do this.
1051	This is ridiculous. See kings beach and Tahoe city for example… traffic through these areas is a nightmare during peak seasons. It's amazing to me that people in power at the lake say that limiting vehicular travel in and out of the basin is a MUST due to fire danger… yet here we are reducing lanes and thus safety of
1052	This isn't your job. Fill potholes, paint the lines (the same ones, not fewer or more "creative" ones), plough the snow, and leave us alone otherwise. The proposition that you can get to zero fatalities is foolish. Your goals should be to reduce crashes WITHOUT reducing efficiency. Your jobs should not be to slow traffic or reduce the number of vehicles. It
1053	This lane change idea is horrible, put in a center divide
1054	This NDOT project is a complete fraud driven with no data. The sneaky nature of the approach has been noted and the residents who actually live here won't stand for this dishonesty.

1055	This project is such a scam. I can't believe we're still talking about it. I hope we get to vote on these DOT positions at some point to make sure these people never work for the state again.
1056	This project is very important and is just a test. It needs to be done to see if it works and if it will affect
1057	This proposal is dumb, dumber, dumbest! It is the only viable escape route for all of South Lake Tahoe in
1058	This road is frightening. Transportation in Tahoe in Nevada is a mess. There are too many agencies trying to address Tahoe. There needs to be agency consolidation so that there can be a clear understanding of who is handling transportation as opposed to all of these groups seeking their funding.
1059	This segment used to be cycling friendly. After recent roadwork, it no longer is. The shoulders have been
1060	This stretch of 50 only feels safe in a car, keeping up with the local flow of traffic, which is usually 10-15 mph over the speed limit. Walking or biking is only possible in certain places on a narrow roadside with no
1061	This stretch of Highway scares me every time. I don't like having to drive it to get to the big box stores in Nevada. (I wish they had more stores in the basin for this reason.) Everyone speeds, there are big trucks, and no dividers between opposing traffic directions. And the tourists parking/walking on 50 to zephyr cove
1062	This stretch of road desperately needs better bicycle infrastructure such as wider shoulders, physically separated bike lanes, and separate pathways through especially dangerous areas like the cave rock tunnel. There also needs to be strict parking enforcement, specifically towing vehicles that are parked in
1063	This survey is biased. Safety should not be used as a reason for the change regardless of the consequences of the change. It is a trade off and the consequences need to be understood and evaluated. Any discussion about transit/bike lanes should look at the likelihood of residents using it as an
1064	This survey is deliberately biased and misleading. You ask responders to approve a demonstration project without describing it, using leading questions and loaded wording to encourage positive responses to vague questions about safety and "convenient, comfortable travel choices". Of course people will say yes. The real questions have to do with HOW to achieve these objectives. NDOT is well aware of this. This
1065	This survey is manipulation. Give lots of speeding tickets in the area and see what happens. Doesn't cost a lot of money. We make money. Word gets out. The community has already shown up in force to to tell you this is a stupid idea. Why are you trying to push
1066	This survey is misleading as I understand that the test is already defined as lane reduction. Why not be specific in this survey as to what is being planned as the test?
1067	This survey is slanted toward safety, which everyone supports. How can anybody oppose safety? The proposed solution does not improve safety, but conceivabley contributes to a huge safety risk to the community and first responders. The survey forgot to ask if residents and users favor safe travels for
1068	This survey seems slanted. Of course we all want safety! But there are other means of providing it than the ideas that have been presented thus far. Reducing the number of lanes on a highway that is seeing increased traffic and speeds is not the answer. Especially in an area where wildfire isn't an if, it's a when,
1069	This survey seems to have a built in bias. You seem to be surveying those who live in the corridor (Nevada side) or people from out of the area. I live on the California side in the City of SLT and I did not see a box for my location. People living in the City and beyond in the unincorporated part of El Doarado represent the
1070	To reduce the speed or capacity would cause more traffic jams. A bike path should be away from the
1071	Too many people parking on highway 50 and walking along roadway. Also, many left turns off and on to Highway 50 that do not have traffic lights is incredibly scary.
1072	Too many speeders on the road. Where are the cops?? Have they been defunded too??
1073	Too much is being considered about bikes and pedestrians! You're pointing out how UNSAFE the road is due to speeding/crashes/DUI etc.… Why would anyone be talking about adding more chaos with bike lanes and pedestrian walkways!! This road is deadly as is with people traveling 15-25 mph ABOVE the current posted 45 mph limits!! I was passed by 2 kids racing last week!…..and it was raining!! Fix the
1074	Too much traffic and too little road! Do not take away whatever road we have. Think about traffic flow for
1075	Totally in favor of turning lanes and anything to reduce the dangerous traffic speeds along the entire
1076	tourist charge for influx periods. definitely NO CYCLE lane, there are enough paths and opportunities for this throughout the area and with a road so limited due to natural contours ie rock and lake, cars need priority for the only possible route on the east side. Taking a lane away for a very small number of specific users(cyclists) is unrealistic and does not

1077	Traffic and exit from the lake should be the main concern, not bike paths, etc. two lanes would make traffic a nightmare. Add in traffic lights and give the police more presence in the area
1078	Traffic and pedestrian safety in these areas are significant and ongoimg. The lane changes proposed seem to provide a relatively simple, inexpensive and effective solution to the dangers present. Time is of
1079	Traffic at state line is unmanageable and unsustainable. Transit needs option for luggage and cargo.
1080	Traffic has increased substantially on Highway 50. Lane reduction would result in tie ups and in the case of accidents a complete blockage until vehicles are removed. Snow and visibility problems would hinder traffic
1081	Traffic is already bad enough and people tend to drive worse and more dangerously when there is impeded
1082	traffic jams, dangers of winter lane reduction and emergency traffic jams is concerning
1083	Traffic light at the intersection of Spooner and HWY 50
1084	Traffic lights are needed at Marla Bay/Zephyr Heights. There is a pedestrian crossing if flashing lights which is extremely dangerous for pedestrians. The speed at which people are traveling in a 45mph zone. Another issue is for the Presbyterian Church and N.Martin. Either a traffic circle to slow traffic and have
1085	Traffic lights at Zephyr Heights entries, a middle turn lane, widen the road
1086	Traffic lights to control speed and facilitate ingress and egress.
1087	Traffic problems
1088	Transit and pedestrian choices are a consideration but bicycle facilities i.e. bike lanes are a luxury for a few residents and some tourists and should only be considered if the road remains two or more lanes in each direction. Turn lanes need to be added in certain areas but only by widening the road in the areas affected.
1089	Transit choices are important. Not bicycle facilities in this area as that is only catering to visitors.
1090	Transportation options may make sense around zephyr cove and other public beach areas, not the whole spooner to south lake corridor. Turn lanes and speed enforcement would improve safety.
1091	Traveling north from state line and turning into the Zephyr Point facility is very dangerous, there should be a permanent divider on 50 making it impossible to do so
1092	Try other means of increasing safety such as speed reduction zones, flashing yellow lights, speed cameras before taking in the costly and disturbing project of reconfiguration. These can be turned on for peak times and turned off during low traffic periods so there is less impact on year round residents
1093	Try: 1. Have the NV State Police & Douglas County Sheriffs enforce speed limits 2. Have the NV State Police & Douglas County Sheriffs set up DUI checkpoints EVERY WEEKEND, as most of the visitors leaving Zephyr Cove & Roundhill Pines resorts are drunk (I've lived here 20+ years and
1094	Turn lanes into residential neighborhoods. Bike and pedestrian walk ways.
1095	Turning into Zephyr Point Presbyterian Conference Center just south of Zephyr Cove on Hwy 50 is often dangerous because of fast moving traffic. Turn lanes would definitely improve safety on this curve.
1096	Turning land for ingress and egress might be a partial solution, but changing from two lanes each way to a one lane would be more of a safety issue....
1097	Turning lane into property. lower the speed limit in the corridor
1098	Turning lanes would be a great improvement, and will likely be the primary cause of improvement in the safety rate; while I am not in favor of speed cameras, perhaps more regular law enforcement (as much as possible with endemic staffing shortages right now) paired with notice of "speed limits strictly enforced" (i.e., rather than "8 you skate, 9 you're mine", perhaps "5 you skate, 6 you're mine") would also improve
1099	Typical residents in our hilly neighborhood can't use bikes or scooters in the first place. Geography makes them unusable, so mindlessly adding bikelanes for only recreational riders or tourists is unneeded and
1100	Unlawful driving and congestion are the main reasons for accidents on the corridor. Onsite enforcement needs to be heightened. Carpooling and public transit needs to be enhanced. Snow & ice removal should be studied for improvements. Concrete dividers could be used for portions of the downgrade from the summit to Glenbrook. Speed limits should be further reduced in certain, more congested, stretches where

1101	Unless you can keep 4 travel lanes open with any possible improvement, do not touch this corridor. The volumes of cars are greater than one lane can handle. Pedestrian and bicycle traffic should be elsewhere, not on this road. This is also a US highway and should not be restricted. I'm sure FHWA doesn't like the idea of a federal highway being limited on lanes. Also, going down to one lane in each direction will make
1102	Up enforcement of speed limits and DUI situations. The proposal does not appreciate how important it is to maintain access and egress to Glenbrook for which US-50' is for me (and my family) our only way to the outside world. Maintaining traffic flow is critical in the winter when we deal with snow and summer when
1103	US 50 and SR 28 intersection needs immediate (temporary) attention for vehicle safety !
1104	Us 50 and SR 28 intersection needs to be looked at for safety issues off SR 28 towards Carson
1105	US 50 at the bottom of spooner to Stateline. Absolutely a major disappointment there is very little State Police. The problem is local traffic knowing there is no police. It is comical traffic coming down 50 slows down by the park and ride lot - knowing this is the only place NHP parks. Blame NHP - I would love to know why NDOT years ago justified increasing travels lanes into south Tahoe - now magically they want to
1106	US 50 HWY is a critical throughway and exit from the Tahoe area. I think its important for this corridor to have high capacity (more lanes) particularly in times of emergency, but also during winter and other busy times, when a slow car (for example towing a boat) or an accident will block the road completely. I think
1107	US 50 is a highway corridor and should not be turned into a pedestrian / bike area. The primary importance is ensuring residents can drive in and out of area easily and emergency vehicles can get to and from residents -- not ensuring people can walk or bike the roads. I have personally seen these types of
1108	US 50 is indeed dangerous. But to avoid a community uprising, you need to provide easily accessible and understandable information on your proposals for making US 50 safer, including if you plan to a demonstration project what, exactly, that project will entail and how long the project will be in effect. I clicked on the link for additional information and it consists of an extremely lengthy document, clearly
1109	US 50 is pretty much a transcontinental road and works as designed. Have a well paved surface is
1110	US 50/Spooner Summit would be so much better with safer speeds and better bike and pedestrian
1111	US Highway 50 should remain its current 4 lanes from South Lake Tahoe to the intersection of Hwy 395. To reduce the lanes would be foolish. If speeding is an issue, enforce the speed limits. If traffic separation is needed, install center barriers. If the road needs to be widened for shoulders and turning lanes, schedule
1112	Use eminent domain to increase the width of the Corredor blast out the rock on the side to make
1113	Vacation just over 2 weeks per year
1114	Value bike travel and pedestrians but not in that corridor. It is not a natural path for bike or foot travel.
1115	Vehicles travel at high speed through these corridors. We are constantly concerned about being rear ended. The best control would be a stop light at Marla Bay and dedicated turn lane.
1116	Very concerned about parking areas to access beach areas located along the east shore. It appears more and more parking zones have been eliminated.
1117	Very difficult and dangerous of getting rear ended when going north and turning left into Zephyr Cove at Lakeside Cove Road. There are about 20 homes in this area. Need a left hand turn lane. Thank you
1118	Very disappointed how you have laid this out to the public in the past 2 years. I include this survey which does not explain the options. If they are so great why don't you be more open about it? What is behind the push on the lane reduction idea that nobody wants except " the team". What is not being explained??
1119	Very few people use public transportation in the Tahoe area so nearly empty busses are driving around
1120	Wake up. No lane reduction is the message. Our lives and ability to avoid gridlock depend on having 4
1121	way to busy/ slow during winter for a one lane solution. I think you should raise the limit to 50, and then keep a cop or sheriff around to keep the speeders at bay. The only way around the "idiots" in winter is with
1122	We absolutely need turning lanes in Zephyr Cove area, I have almost been rear ended a few times with people slamming on their brakes. I say let's get on with the test and give us a multi use lane as well for
1123	We are 28 year part-time residents of Pinewild Condo complex at Marla Bay. Currently, there is a flashing signal for pedestrians but no dedicated left turn lane into the complex northbound. It is always dangerous making this left turn, as other drivers are driving at high speeds and not always paying attention or able to change lanes quickly when they come upon the left turning driver. There have been many accidents at
1124	We are against reducing to 2 lanes of traffic. What if we had another fire? We now have rush hour traffic. It's bad now, how would it be with only 2 lanes of traffic?

1125	We are full time residents in the Cove and almost die every time we go home. The beach area is out of
1126	we are in a highly dangerous fire zone. Having lived here for a number of years and having had to evacuate, I am very concerned about keeping evacuation corridors open and moving. Further, during winter snow and ice will accumulate on the highway and sometimes there are also multiple snow clearance vehicles taking up lanes. please make sure there are sufficient lanes so that we can get to doctor
1127	We are in need of more public transportation to keep so many vehicles off our roads.
1128	We at Lake Village community have pushed for years, to no avail, for either building a proper center lane for left turns from our development onto US 50 south or easier yet installation of a smart traffic light at our intersection that would be green for US 50 traffic most of the time unless a vehicle approaches the light
1129	We definitely need a turn lane coming into the Marla Bay Area.
1130	We desperately need a dedicated left turn lane in to Marla Bay and PineWild. It's very dangerous waiting to make a left turn in to this community. I'm always afraid I'm going to get rear ended here, especially at night
1131	We desperately need a left turn lane into Zephyr Cove . Just yesterday (September 6) there was an
1132	We don't need to drive more development here. We need to slow its growth. Social media is already
1133	We don't need bike or pedestrian lanes. It does no good in the winter time and would have very limited use
1134	We drive to tahoe weekly for boating and the turns are treacherous at Cave Rock and coming from Sand harbor to 50. We needs turning lanes or lights or something. It's scary.
1135	We feel like we take our lives are threatened every time we enter or exit the PineWild community!
1136	We have a condo in Pinewild between Zephyr Cove and Round Hill. It is very difficult to make a left hand turn north onto Hwy 50. Also when coming from Stateline, we are coming up a hill to turn into the Pinewild/ Marla Bay Complex. There is no left turn lane to enter the complex. It is very dangerous. There is a
1137	We have a house in Lincoln Park and it is extremely dangerous entering and exiting our development due to speed and visibility issues. A turn lane would tremendously affect the safety in accessing our development
1138	We have a house in Zephyr Cove by the lake. Coming from Stateline to make a left turn onto Emerald St is very dangerous. I would like to see a turn lane put in there and also make the extra lane be split for bicycle lanes. I don't feel that will have too much impact of causing backed up traffic in the other 2 lanes.
1139	We have a world class bike route running around the lake up until the Hwy 28 intersection with Highway 50. At this point it abruptly turns into a high-speed highway that feels incredibly dangerous to cyclists. Motorists need to commute, but please make at least some concessions for cyclists in this plan. I believe better speed enforcement (such as the proposed cameras) would be helpful. Separating the bike lane and blocking vehicles from parking in it would also be effective.
1140	We just do not want to slow traffic down any more than it is now that signal at Warrior way should help
1141	We live in ear shot of HWY 50 and hear sirens several times a day, almost always on weekends.
1142	We live in fire country....if changes are made to the corridor that will hinder any major quick evacuations,
1143	We live off of hwy 50…extremely dangerous for us to go in and out of our property.. we have only owned it for 6 months and have had our dog die on the road and seen 2 accidents in front of our house
1144	We live on the hwy and we literally witness the speeding on a daily basis. Rarely do we see enforcement. We fully support reducing speed limits and stronger enforcement. We have had friends killed on bournes curve many years ago and even a divider would make us feel safer. Traveling in the slow lane is our
1145	We love our big, beautiful highway. Expand the roadway, like was done at Round Hill Pines Resort, to accommodate turn lanes where needed. Build bike paths away from the highway, like in Rabe Meadow, if
1146	We MUST retain all lanes for safety, evacuation for fire and congestion in peak months. Taking a lane is complete Insanity. Will cause road rage and passing and fast driving in the suicide lane. We need traffic
1147	We need 4 lanes for emergency first responders to get to those of us who may be having a health situation. One lane in each direction would cause gridlock and chaos. Local lives WILL be lost with the proposed 2 lane configuration especially in the event of a wildfire evacuation. Please listen to the residents and the Douglas County commissioners who represent us. We want a lower speed limit and other
1148	We need 4 lanes minimum all the way to spooner.

1149	We NEED a bike lane. This stretch is the most dangerous for the tour around the lake. It's so insane. Have almost lost my life and have had many many unpleasant experiences. Also I live in incline with no car (eco friendly) and a public transit corridor to Carson and SLT would be very very much appreciated.
1150	We need a center barrier such as between Spooner and Carson City for safety. We need safe dedicated bicycle lanes on 50 from Stateline to Carson City
1151	We need an auto to get anywhere up here. Most bicycles are for sport and bike lanes could be built on forest land away from the roadway. Public transport does not seem to be profitable north of Round Hill.
1152	We need bike lanes.
1153	We need bike lanes. I should be able to ride north of Round Hill Pines to the county park and library. I generally don't drive my car much in the snow free months. And a plan for opening lanes for an evacuation
1154	We need more bike accessibility! My family tries to commute via bike and e-bike to work, for groceries, etc, as much as we can. My husband works in Round Hill, and e-bikes daily from the Y. It's scary as hell, and the more bike accessibility we have the better! We would love to be able to e-bike to the east shore as well
1155	We need more turn lanes in addition to the current lanes. Reducing lanes will just cause more congestion and road rage. I'm also concerned about traffic in snow if lanes are reduced.
1156	We need parking on side of street near Cave Rock and slower speeds.
1157	We need safe bike and pedestrian infrastructure!
1158	We need speed enforcement, not lane reductions below 2 lanes in each direction. I hear it said that there were no traffic issues on 50 in Douglas during the Caldor evacuation. CORRECT!! And that was because
1159	We need to do something to improve safety a small test can't hurt I am annoyed by all of tue push back.
1160	We need turn lanes and a multi-purpose lane from Zephyr Cove to Round Hill Pines Beach. Please push through to make this happen! It is dangerous to enter and exit the highway; we need cross traffic turn lanes and acceleration and deceleration areas. Also, the residents of this area trapped by the Hwy and can only
1161	We need turning lanes to enter and exit the hwy. Reducing the speed this past summer seemed to help. Also need safer pedestrian crossings and bike/pedestrian lanes. Do not want speed traps. Thought the reduction in lanes might work if it had adequate turning lanes and through traffic lane. Also commuted for
1162	We pay taxes. Not bikes. There are plenty of trails and road riders cause traffic jams as well
1163	We saw huge traffic backups to Stateline in first week of September during work where one lane was closed. It is not a tenable solution. Please consider lowering AND ENFORCING speed limits and/or
1164	We should prioritize bus transportation before bikes. Speed limits should be similar to what is on pioneer
1165	We travel up and down the 395 often and there are many small towns along the way that have low speed limits through the towns that are enforced by ticketing so we know speed enforcement works!
1166	We used to ride road bikes and now, with so much traffic and distracted drivers, we've almost given up riding because of all the close calls. So so scary!! Please help us cyclists!!
1167	We would like to see a left turn lane on highway 50 into the Pinewild development
1168	What a waste of tax payer dollars. Could you not think of anything better? The person or persons who
1169	What is the plan. People are not informed and reacting to lack of information.
1170	what will be done at zeohyr cove with the cars running the light, 2 lanes will be a nightmare, slow the speed limit down or have police there. That area and roundhill pines is a mess since the larger parking lot there.
1171	What, if any, impacts could this potentially have on the schools in Zephyr Cove?
1172	When I attend a conference at Zephyr Point in June, I'm always arriving when there is a bicycle race going on on the road. If those riders had another more bike friendly option I think it would be much safer.
1173	When returning home from South Lake Tahoe I must make a left hand turn into Marla Bay. Cars are traveling to fast in both directions and there is no turning lane for protection as I wait for my opportunity to make my turn. I have witnessed many accidents in this exact circumstance . I change to save lives must be
1174	When traveling from Stateline to the Zephyr Point Conference Center, I usually go to Zephyr Cove, make a U-turn and come back, because a left turn from the highway is so dangerous (blind curve). But many motorists don't, and will be stopped in the fast lane. There needs to be a left turn lane for such a busy

1175	When you realize the public has close to zero appetite for any lane reduction, and for good reason, which you would know if you lived here and traveled this corridor multiple times daily for over 45 years as I have, and so begin to concentrate on any and all other safety improvements, then time and money will stop being
1176	While bike paths etc are great I am mostly concerned about safely for the people who live and pay taxes in the area. Access for emergency services to the residents and access to get in and out of my subdivision
1177	While I do not support cameras (I'm a former prosecutor and don't believe they are the best enforcement mechanism), I do support a traffic circle, a stoplight, and bikeways to make this corridor safer for all.
1178	While narrowing US Hwy 50 to one traffic lane would decrease speed and facilitate bicyclists, the traffic would be horrific during peak seasons. Hwy 50 should be left as is but it may be appropriate to consider the installation of speed cameras, traffic lights, and turn lanes in appropriate areas where needed. Better enforcement of no parking areas along the Hwy near Zephyr Cove, is essential. Pedestrians and bicyclists
1179	While reduced speeds and turn lanes (and maybe even a bike lane) would be nice, reducing traffic to one lane will cause bottlenecks, with high potential for rear-end collisions from distracted drivers confronted with merging lanes. It will also make entering onto the highway much more difficult - because there won't be breaks in traffic that currently occur. Limiting cars to one travel lane instead of two will cause a non-
1180	While this corridor has generally generous areas to the right side of the fog line, a dedicated bike lane with some type of distance or barrier from traffic would certainly enhance safety.
1181	While transportation choices are important, the basic needs for access to our homes is much more important. NDOT needs to find a way to expand the roadway to accomodate additional lanes for bikers,
1182	Who comes up with these crazy ideas?! Rather than limiting the lanes, how about a couple of yellow
1183	Who would be the target of a bike or pedestrian lane? Do you have any idea how many people drive to Tahoe, one of the top ten tourist attractions, every day? Do you think they are going to ride their bikes to Tahoe from Reno or the Bay? Or walk? How does this possible I IMPROVE the overwhelming traffic we
1184	Whom ever is suggesting this lane elimination to benefit pedestrians ? We have numerous hiking areas for that . We do not need transit buses in this particular area All of us are very aware of the hazards of riding however eliminating lanes will only make them more vulnerable. All across this country lanes are being increased to provide safe travel corridors removing
1185	Why are we trying to accommodate tourist. The people who truly live here are not asking for this!!
1186	Why are you being so vague in your presentation, seems like your trying to hide something and then shove something on the residents they don't want
1187	Why do you continue, in the face of overwhelming opposition, to pursue this very unsafe idea? A bigger question: Do you respond to the wishes of the taxpayers and voters? Did anyone elect you?
1188	Why do you need traffic cameras? Can law enforcement not enforce the law. Oh, that's right, go look at all the illegally parked cars at Zephyr Cove on a weekend, guess they can't (or just don't) enforce the law. It is a highway, pedestrian and bike facilities should come second to vehicle traffic.
1189	Why doesn't NDOT simply reduce the speed limit in the corridor? This seems like the simplest, and least
1190	Why don't they put in a middle lane or a barrier so head in collisions don't occur !!!!! Make all turn out with middle lane and the rest a middle barrier most death from accidents occur due to head Ins this would be a
1191	Why is NDOT not smart enough to do the right thing without demonstration and making such a big deal
1192	Why is NDOT so determined to wreck our community? Democrats gave Reno money to do reduce bike lanes there. It was a mistake but now the road can not be returned to its previous better working condition because of the restrictions of the grant. Please leave well enough alone. Lane reductions are not in the
1193	Why is this study popping up just after it was told that this idea of reducing lanes would stop. Who is initiating this idea to NDOT? We here it's for bicycle lanes, if that the case this needs to stop now. Spooner summit corridor is the best route for commerce and emergency evacuation in and out of the most densely
1194	Why not a variable speed limit system like many major roadways, to adjust the speed limit based on varying traffic and safety conditions.. speeds would be lower in evenings, snow and holiday weekend
1195	Why not put a barrier down the middle to stop the head-on collisions like they did on the Carson City side
1196	Why not try installing light signals and more patrolling of the police before reducing lanes?
1197	Why not try some other options first….. More enforcement of the speed limits, Lowe speed limits, another light, eliminate on highway parking.
1198	why the survey? you are going to do it anyway - you always do

1199	With a bike path and public transit options, I would drive less on Highway 50. That means less congestion.
1200	With the addition of extra parking and a light at Zephyr Cove, and the turn lane at Round Hill, we have
1201	Work on a bike PATH OFF highway
1202	work on enforcing speed limits. I drive this daily. Speeders are out of control.
1203	Worst idea ever… need the lanes. Expand the road not reduce it!
1204	Would be better to just have designated space for bikes and pedestrians as well as designated turns lanes and lights. I think Round Hill Pines is a good example with their new entrance. In contrast, the crosswalk by
1205	Would Like a roundabout on spooner and 28. Breyer signage about cross traffic out of Glenbrook
1206	would like to have a solar charged flashing crossing light the Lyons Ave Crosswalk. A bike lane would be nice if we could widen the road however bicyclist on usetheroad after the snow is gone and why make the local residents suffer all year long with the traffic back that will occur. People going to the beaches will park
1207	would like to see a multi task pathway that runs along Hwy 50 to handle bikes, walkers during good weather season and handle snow in the winter. Also, the lanes should remain at 4 to help traffic flow, limiting the lanes only makes driver more aggressive in entering and exiting the hwy. Parking needs to be
1208	Would like to see a separated bike path from Stateline casinos to cave rock, preferably continuous to
1209	Would like to see lanes reduced to 2 and a dedicated bike lane instead. Speeding is out of control and there is absolutely no reason to have 4 lanes in this area. There just isn't the amount of traffic to justify it
1210	Would like to see more NHP/Sheriff presence along the corridor. A motor cop was in our Skyland neighborhood a few weeks ago and it was great to see people pulled over for speeding. What about rumble strips along the corridor? I'm also concerned about people slowing down before the new light being
1211	Would love more stop lights through the area along with automatic speed enforcement
1212	Would love public transport option and bike lanes on 50. Pedestrian not important
1213	Would love the multi-use (bike/walk) path! Absolutely need the turn lanes in the designated reduced lane areas. Lane reduction will also reduced speeds. Thank you!
1214	Would love to see bike paths similar to the east shore bike and walk path and along west shore.
1215	Yes, I am for safety, transportation choices, and speed control. Unfortunately, the NDOT proposal is being sold as a safety improvement with transportation benifits (mainly a bike lane). I'm all for a bike lane, but the road expansion limitations requiring lane reductions for bike lane expansion are a forced solution that severely impacts traffic flow under normal conditions and potentially catistrophic conditions under crisis
1216	Yes, I have recommended before A traffic Circle at Lane Village Dr..would allow a safer way to get on 50 towards South Lake Tahoe and slow the speed down that goes to 35 then 25. Also high time Bikes have a
1217	Yes, NDOT are a bunch of idiotic Bureaucrats who know nothing about living on the East Shore of Tahoe!
1218	Yes, people do not ride bicycles in Tahoe during the winter, so we would be closing down two lanes for 3 months a year. Additionally, there is no solution around Cave Rock which the Washoe Indians have vocalized on several occasions as an important landmark and spiritual location that they would like preserved and no further development/impact. I have listened to several proposals on alternative bike
1219	You are proposing to take a somewhat problematic situation and make it far worse. Your plans are less safe and will create more traffic back-ups and pollution.
1220	You are so ignorant to think there is a issue and lanes need to be reduced. Just look at the current and most recent lane reductions with road construction between zephyr cove and stateline. The back up in traffic was horrendous. You don't need a study. Just listen to the locals when we all say NO!!!
1221	You fail to provide transparency in the data for times of year and day. Consider the need during a natural disaster. This area backed up significantly as one of a handful of ways to exit during Caldor. Have you seen the back up in the last weeks when work was being done at Kahle? Ridiculous. Do not penalize locals for the DUIs that cause these crashes. These are reckless tourists not locals. Also bike lobbyists should
1222	You guys are already doing your demonstration project - let's be clear and honest. And you are doing it in a low travel time environment. Any conclusions you draw from it will be false.

1223	You have not listened to the public at all!!! You are still going forward with the same ridiculous overall plan that you put forward 5-6 years ago without listening to the residents at all. You are not considering weather, safety, & road conditions practically. There is no reason that a bike path should be adjacent to a major highway. Bikers only use bike paths up here about 3 months of the year & the bike path, along with lane restriction, would reduce safety and snow removal
1224	You have to really take the input of locals as they are dealing with it on a daily basis!
1225	You may consider more stop lights and a wall in the middle of the road In problem areas.
1226	You might want to install a traffic light at Zephyr Hights, to allow safe entry and exit to the development.
1227	you need to add clear and specific signage on 50 heading up and down spooner indicating the lanes. In heavy snow, tourists have no idea how many lanes there are, or where they are located. I was headed eastbound up the hill in the slow lane and a car was coming westbound down the hill in my fast lane. It
1228	You need to have people who have lived here permanently for a long time be on your study team. We
1229	You people LIE!!! The road diet has nothing to do with safety. It is all about putting in a cheap bike trail. If you were interested in safety, NHP would already be enforcing the speed limit and stop drunk drivers. And, the NHP would have been towing illegally parked cars along 50 during the Summer. And, you would have
1230	You say you've listened. I have doubts. You're still using the same language, the same... everything. You're just hoping for a different outcome of you "start over" .
1231	You say, in your statement that impairment is the major cause of accidents. Your project does nothing to prevent that. You want to slow everything down. Do you remember drive 55? Did it save lives, yes. Why
1232	You should also limit roadside parking for beach goers or create a safe condition with signal crossing.
1233	You were able to construct a fifth lane for Round Hill Pines beach, it needs to be done for the entire section in question. And bicycles and pedestrians need to have a safe area off of the highway. It’s been successfully done in many areas around the lake and needs to be done in this situation. Add not subtract.
1234	you will never get local support for lane reduction. it would be a disaster. the fact you do not know this brings your credibility into question. try speed enforcement, stop lights, getting more land for adding turn
1235	Your engineers and experts know what needs to be done to improve safety. Those that oppose change do not understand how unsafe this road is. Please move forward with the process and improvements.
1236	Your language used in this survey is biased and favors the adoption of multiple “goodness”. Closing or inhibiting this road or its use even for a trial project is going to cause major disruption, ending in unneeded improvements, and accidents. It will impede normal and usual traffic. More bicycle and pedestrian lanes will take away from an already limited traffic availability footprint and could result in one lane each way
1237	Your proposal would create a disaster related nightmare for people who live along that route! In the event of a fire or other disaster, you are shutting off half of an escape route for thousands of people. Implementing your proposal has the very real potential of killing many more people than have ever been
1238	Your questions are ridiculously loaded and biased. There are no "pedestrian" destination locations north of ZC Resort. It's not that type of zoning. It's 100% residential except for Cave Rock Boat Landing. It is public but usually full and closed to entry early in the day during the summer months. There is no reason anyone would be walking along Hwy 50. You conflate transit (buses) with bikes and people on foot. Different ends
1239	your stated responsibility is to make the roads safe. It shouldn’t matter how many people are for or against
1240	Your survey is so biased towards your proposed project. You're trying to persuade people to support your viewpoint instead of listening to the people who live and drive in this area EVERY single day.
1241	Your survey seems misleading - deliberately? Of course everyone wants increased safety but no-one wants worse traffic backups. Keep two lanes each direction AND slow it down.
1242	Your wording in this survey is quite slanted and political! Shame on you. We're quite aware of what you’re doing. We want to keep our 4 lanes with some left turn lanes, speed enforcement, signals and no walking or
1243	Zephyr Cove Elementary and George Whittell are so inaccessible now that the county government didn't even do a study on walking and biking to these two schools as part of the Douglas County Safe Routes to School Plan. It is pathetic that our children cannot walk or bike to school safely in Douglas County.
1244	zephyr cove really needs a left turn lane into the neighborhood

1245	ZERO fatalities? Get effing real. That's not a real objective. Reduce to ONE lane? Are you kidding? Apart from slowing traffic to a crawl, you're going to have more danger bc doctors like me that have to get to work will have massive road rage, pass on double lanes, run over stupid bicyclists that have no business on the freeway anyway, and then if there's a fire or need for emergency workers (like me) or evacuations